Sustainability Appraisal (SA) of the Cambridge Local Plan

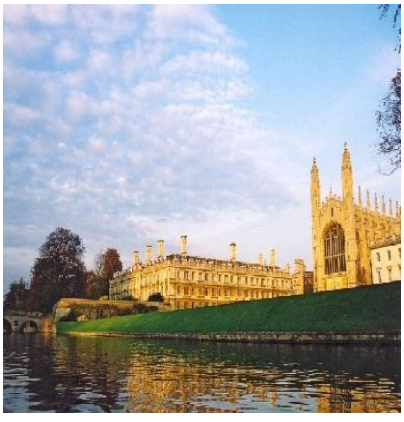
SA Report

APPRAISAL OF THE CAMBRIDGE LOCAL PLAN 2014 – PROPOSED SUBMISSION

July 2013

Prepared for:

CAMBRIDGE CITY COUNCIL



CAMBRIDGE CITY COUNCIL

Limitations

URS Infrastructure & Environment UK Limited ("URS") has prepared this Report for the use of Cambridge City Council ("the Client") in accordance with the Agreement under which our services were performed. No other warranty, expressed or implied, is made as to the professional advice included in this Report or any other services provided by URS.

The conclusions and recommendations contained in this Report are based upon information provided by others and upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by URS has not been independently verified by URS, unless otherwise stated in the Report.

The methodology adopted and the sources of information used by URS in providing its services are outlined in this Report. The work described in this Report was undertaken between 2011 and 2013 and is based on the conditions encountered and the information available during the said period of time. The scope of this Report and the services are accordingly factually limited by these circumstances.

URS disclaim any undertaking or obligation to advise any person of any change in any matter affecting the Report, which may come or be brought to URS' attention after the date of the Report.

Certain statements made in the Report that are not historical facts may constitute estimates, projections or other forward-looking statements and even though they are based on reasonable assumptions as of the date of the Report, such forward-looking statements by their nature involve risks and uncertainties that could cause actual results to differ materially from the results predicted. URS specifically does not guarantee or warrant any estimate or projections contained in this Report.

Copyright

URS Infrastructure and Environment UK Limited
6-8 Greencoat Place
London, SW1P 1PL
Telephone: +44(0)20 7798 5000
Fax: +44(0)20 7798 5001

TABLE OF CONTENTS

The appraisal presented below relates to the "Cambridge Local Plan 2014 – Proposed Submission", as agreed for public consultation at Cambridge City Council's Council meeting (27 June 2013). It includes a summary of the previous stages of Sustainability Appraisal carried out for the Issues and Options stage (2012) and Issues and Options 2 stage (2013). Where necessary, the appraisal will be updated prior to submission of the Cambridge Local Plan 2014 to the Secretary of State, as part of the iterative process of appraising the draft Local Plan, including the provision of a non-technical summary.

INTRODUCTION

1 BACKGROUND

1.1.1 URS is commissioned to undertake Sustainability Appraisal (SA) in support of the emerging Cambridge Local Plan. SA is a mechanism for considering and communicating the likely effects of a draft plan, and alternatives, in terms of sustainability issues, with a view to avoiding and mitigating adverse effects and maximising the positives. SA of Local Plans is a legal requirement.[1]

2 SA EXPLAINED

2.1.1 It is a requirement that SA is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which were prepared in order to transpose into national law the EU Strategic Environmental Assessment (SEA) Directive.[2]

2.1.2 The SEA Regulations require that a report is published for consultation alongside the draft plan that *'identifies, describes and evaluates' the likely significant effects of implementing 'the plan, and reasonable alternatives'*.[3] The report must then be taken into account, alongside consultation responses, when finalising the plan.

2.1.3 The SEA Regulations prescribe the information that must be contained within the report, which for the purposes of SA is known as **the 'SA Report'**. Providing this information essentially equates to answering the following **four questions**:

1. What's the scope of the SA?
2. What has Plan-making / SA involved up to this point?
   - Preparation of the draft plan must have been informed by at least one earlier plan-making / SA iteration at which point 'reasonable alternatives' are appraised.
3. What are the appraisal findings at this current stage?
   - i.e. in relation to the draft plan.
4. What happens next (including in relation to monitoring)?

2.1.4 These questions are derived from Schedule 2 of the SEA Regulations, which present the information to be provided within the report under a list of ten points. **Table 1.1** 'makes the links between the ten Schedule 2 requirements and the four SA questions'.

3 STRUCTURE OF THIS SA REPORT

3.1.1 The four SA questions are answered in turn across the four subsequent 'Parts' of this Report.

[1] The Town and Country Planning (Local Planning) (England) Regulations 2012 require that an SA Report is published for consultation alongside the 'Proposed Submission' Plan document.
[2] Directive 2001/42/EC
[3] Regulation 12(2)

Table 1.1: Questions that must be answered within the SA Report

SA REPORT QUESTION	SUB-QUESTION	CORRESPONDING REQUIREMENT (THE REPORT MUST INCLUDE…)
What's the scope of the SA?	What's the Plan seeking to achieve?	• An outline of the contents and main objectives of the plan and the relationship of the plan with other relevant plans and programmes.
	What's the sustainability 'context'?	• The relevant sustainability **objectives**, established at international / national level • Any existing sustainability **problems** / **issues** which are relevant to the plan
	What's the sustainability 'baseline'?	• The relevant **aspects of the current state** of the sustainability baseline and **the likely evolution thereof** without implementation of the plan' • Any existing sustainability **problems** / **issues** which are relevant to the plan
	What are the key issues that should be a focus of SA?	• Any existing sustainability **problems** / **issues** which are relevant to the plan
What has Plan-making / SA involved up to this point?		• An outline of the reasons for selecting the **alternatives** dealt with (and thus an explanation of why the alternatives dealt with are 'reasonable') • The likely significant effects on the sustainability baseline associated with **alternatives** • An outline of the reasons for selecting the preferred approach in light of the appraisal of alternatives / an explanation of how the draft plan reflects sustainability considerations.
What are the appraisal findings at this current stage?		• The likely significant effects on the sustainability baseline associated with **the draft plan** • The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing **the draft plan**
What happens next (including monitoring)?		• A description of the measures envisaged concerning **monitoring**

N.B. The right-hand column does not quote directly from Schedule 2 of the SEA Regulations, but rather reflects a degree of interpretation (is something of an outline).

PART 1: WHAT'S THE SCOPE OF THE SA?

4 INTRODUCTION (TO PART 1)

4.1.1 This is Part 1 of the SA Report, the aim of which is to introduce the reader to the scope of the SA. In particular, and as required by the SEA Regulations,[4] this Chapter answers the following questions.

- What's the Plan seeking to achieve?
- What's the sustainability 'context'?
- What's the sustainability 'baseline'?
- What are the key issues that should be a focus of SA?

[4] Environmental Assessment of Plans and Programmes Regulations 2004

5 WHAT IS THE PLAN SEEKING TO ACHIEVE?

The SA Report must include…

- An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes

5.1.1 The Cambridge Local Plan, once adopted, will replace the Cambridge Local Plan 2006 and set out policies and proposals for future development and spatial planning requirements to 2031.

5.1.2 Working closely with South Cambridgeshire District Council, whose area wraps around the city, the draft Plan aims to find solutions to key challenges facing the City. It establishes a high level vision that reflects the aspirations of residents, civic, academic and business communities. The vision feeds into specific crosscutting themes and objectives to tackle key challenges. The draft Plan then sets out a spatial strategy to deliver strategic priorities (some of these reflect national priorities but also includes priorities for Cambridge and Cambridgeshire). There are also area specific spatial frameworks for the areas of major change and opportunity areas within and on the edge of the city as well as the City Centre. These include allocations of land for development and more detailed delivery policies to achieve the strategic priorities through day-to-day decision taking on planning applications.

5.1.3 The draft plan is essentially a pragmatic continuation of the 2006 growth strategy, with adjustment to reflect the experience of delivery of that strategy and the current context for planning. It focusses on delivery and meeting Cambridge's needs. The plan reflects how the current growth is changing the city and the new challenges this creates. The plan has an increased emphasis on securing further progress on sustainable development, supporting development which enables access to sustainable modes of transport, and opportunities for area improvement and place making.

5.2 Plan objectives

5.2.1 The 15 strategic objectives for the implementation of this local plan require all new development in Cambridge to:

- contribute to the vision of Cambridge as an environmentally sustainable city, where it is easy for people to make a transition to a low carbon lifestyle. This means making best use of energy (including community energy projects), water and other natural resources, securing radical reductions in carbon emissions, minimising environmental impact and being capable of adapting to the impacts of climate change;
- be highly water efficient, contribute to overall flood risk reduction through water sensitive urban design, and help to improve the quality of the River Cam and other water features in the city;
- be of the highest quality, in terms of design excellence and innovation, addressing the development's impact upon its surroundings and embracing the principles of sustainable design and construction;

- contribute to the positive management of change in the historic environment, protecting, enhancing and maintaining the unique qualities and character of Cambridge, including the River Cam corridor, the city's wider landscape and setting, and its designated and undesignated heritage assets for the future;
- protect and, where appropriate, enhance the character and quality of the Cambridge skyline;
- protect and enhance the landscape setting of the city, which comprises the Cambridge Green Belt, the green corridors penetrating the urban area, the established network of multi-functional green spaces, and tree canopy cover in the city;
- protect and enhance the city's biodiversity, network of habitats and geo-diversity;
- meet the housing needs of the city within its sub-region, delivering an appropriate mix of housing types, sizes and tenures to meet existing and future needs, including affordable housing;
- assist the creation and maintenance of inclusive, environmentally sustainable communities;
- promote and support economic growth in environmentally sustainable and accessible locations, facilitating innovation and supporting Cambridge's role as a world leader in higher education, research, and knowledge-based industries, while maintaining the quality of life and place that contribute to economic success;
- support Cambridge's vibrant and thriving centres, with a varied range of shopping facilities in accessible locations that meet the needs of people living, working and studying in, or visiting, the city and its wider sub-region;
- promote social cohesion and sustainability and a high quality of life by maintaining and enhancing provision for open space, sports and recreation, community and leisure facilities, including arts and cultural venues that serve Cambridge and the sub-region;
- be located to help minimise the distance people need to travel, and be designed to make it easy for everyone to move around the city and access jobs and services by sustainable modes of transport;
- ensure appropriate and timely provision of environmentally sustainable forms of infrastructure to support the demands of the city, including digital and cultural infrastructure; and
- promote a safe and healthy environment, minimising the impacts of development and ensuring quality of life and place.

5.3 What's the plan not trying to achieve?

5.3.1 It is important to emphasise that the plan will be strategic in nature. Even the allocation of sites should be considered a strategic undertaking, i.e. a process that omits consideration of some detailed issues in the knowledge that these can be addressed further down the line (through the planning application process). The strategic nature of the plan is reflected in the scope of the SA.

6 WHAT'S THE SUSTAINABILITY 'CONTEXT'?

The SA Report must include…

- The relevant sustainability objectives, established at international / national level
- Any existing sustainability problems / issues which are relevant to the plan including, in particular, those relating to any areas / populations etc. of particular importance

6.1 Introduction

6.1.1 An important step when seeking to establish the appropriate 'scope' of an SA involves reviewing sustainability 'context' messages set out within relevant published plans, policies, strategies and initiatives (PPSIs). The sustainability context review aims to generate an understanding of *broadly* the sustainability problems/issues that should be a focus of SA, and the sustainability objectives that should also be taken into account.

6.1.2 A review of the sustainability context is presented within the SA Scoping Report. This section presents a summary, updated as necessary. There is a focus on the National Planning Policy Framework (NPPF), but 'the net is also cast wider' as appropriate.

6.2 Communities and well-being

- A 'core planning principle' of the NPPF is to 'take account of and support local strategies to improve health, social and cultural wellbeing for all' and support vibrant and healthy communities[5].
- Protection and promotion of town centres is encouraged and planning policies should 'plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments'5. Developments which provide high quality social infrastructure, including education, skills and sports facilities are to be supported, and those which involve their net loss should be resisted.7
- The NPPF also requires planning authorities to ensure that their Local Plan meets the 'full, objectively assessed needs for market and affordable housing' in their area and to create 'sustainable, inclusive and mixed communities'5 authorities should ensure affordable housing is provided.
- A key objective of the Cambridge and South Cambridgeshire Sustainable Development Strategy is to achieve 'a balanced housing market through provision of more affordable housing'[6].
- There is 'overwhelming evidence that health and environmental inequalities are inexorably linked and that poor environments contribute significantly to poor

[5] DCLG (2012) National Planning Policy Framework [online] available at: http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf

[6] Cambridgeshire and Peterborough Joint Planning Unit (2012) Cambridge and South Cambridgeshire Sustainable Development Strategy [online] Available at: https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/sustainable-development-strategy-review.pdf (accessed 04/2013)

health and health inequalities'[7]. To ensure that the built environment promotes health and reduces inequalities for all local populations there is a need to:

- fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality;
- prioritise policies and interventions that both reduce health inequalities and mitigate climate change by improving active travel; good quality open and green spaces; the quality of food in local areas; and the energy efficiency of housing; and
- locally developed and evidence-based community regeneration programmes that remove barriers to community participation and action; and reduce social isolation.

6.3 Economy

- The NPPF contains a presumption in favour of sustainable development and emphasises that significant weight should be placed on the need to support economic growth through the planning system. It states that the planning system should contribute to building a strong, responsive 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; and by identifying and coordinating development requirements, including the provision of infrastructure' and that local planning authorities should 'plan proactively to meet the development needs of business and support an economy fit for the 21st century'5.
- The NPPF also states that local planning authorities should 'recognise town centres as the heart of their communities and pursue policies to support their viability and vitality'
- Lower order retail and service facilities, which provide neighbourhood level provision, can provide economic resilience, act as a 'hub' for local communities, and play an important role in the shopping hierarchy because of their accessibility.[8]
- Locating jobs, housing and other services in close proximity to make efficient use of land and to reduce the need to travel is a key objective of the Cambridge and South Cambridgeshire Sustainable Development Strategy[9].

6.4 Transport

- The NPPF states that the transport system should be balanced 'in favour of sustainable transport', with developments to be located and designed to facilitate these modes of travel, in order to minimise journey lengths for employment, shopping, leisure and other activities. Planning policies should also aim for 'a balance of land uses' and wherever practical, key facilities should be located within walking distance of most properties.[10]

[7] The Marmot Review (2011) The Marmot Review: Implications for Spatial Planning [online] available at: http://www.nice.org.uk/nicemedia/live/12111/53895/53895.pdf (accessed 08/12)

[8] DCLG (2012) Parades of shops: towards an understanding of performance and prospects [online] available at: http://www.communities.gov.uk/documents/regeneration/pdf/2156925.pdf (accessed 08/2012)

[9] Cambridgeshire and Peterborough Joint Planning Unit (2012) Cambridge and South Cambridgeshire Sustainable Development Strategy [online] Available at: https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/sustainable-development-strategy-review.pdf (accessed 04/2013)

[10] DCLG (2012) National Planning Policy Framework [online] available at: http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf (accessed 08/2012)

- The Cambridge and South Cambridgeshire Sustainable Development Strategy states that 'access to high quality public transport, including bus and rail services, as well as cycling and walking routes is a key objective of the existing development strategy that will be 'carried forward into the updated plans'9.

6.5 Water

- The NPPF states that local planning authorities should produce 'strategic policies to deliver the provision of a variety of infrastructure, including that necessary for water supply'10.
- The Anglian River Basin Management Plan presents the pressures facing the water environment in the Anglian River Basin District, and the actions that will address them[11].
- The Cambridge Water Company Final Water Resources Management Plan sets out how the Company will manage its resources to meet the needs of existing and future customers, and those of the environment, over the next 25 years[12].
- Water Cycle Strategies (WCS) 2008[13] and 2011[14] examine water supply capacity, wastewater infrastructure, surface water drainage and flood risk management. They are undertaken to ensure that new development can be supplied with water services infrastructure in a sustainable way. The Phase 1 WCS for the Major Growth Sites in and around Cambridge identified no insurmountable technical constraints to the proposed level of growth for the study area13.

6.6 Flood risk including climate change adaptation

- The NPPF requires local planning authorities to adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations. It also states that 'inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere'[15].
- The Flood and Water Management Act[16] sets out the following approaches to flood risk management:
- Incorporating greater resilience measures into the design of new buildings, and retro-fitting at risk properties (including historic buildings);
- Utilising the environment, such as management of the land to reduce runoff and harnessing the ability of wetlands to store water; and
- Identifying areas suitable for inundation and water storage.
- The Cambridgeshire Strategic Surface Water Management Plan (SWMP) was produced in 2011 following the recommendation by the Pitt Review after the

[11] Environment Agency (2009) River Basin Management Plan: Anglican River Basin District [online] available at: http://a0768b4a8a31e106d8b0-50dc802554eb38a24458b98ff72d550b.r19.cf3.rackcdn.com/gean0910bspm-e-e.pdf (accessed 06/2012)
[12] The Cambridge Water Company (2010) Final Water Resources Management Plan [online] available at: http://www.cambridge-water.co.uk/customers/water-resources-management-plan (accessed 06/2012)
[13] Halcrow Group Limited (2008) Water Cycle Strategy: Phase 1 – Outline Strategy [online] available at: http://www.cambridgeshirehorizons.co.uk/our_challenge/environment_sustainability/water_cycle_strategy.aspx
[14] Halcrow Group Limited (2011) Detailed Water Cycle Strategy up to 2031: Phase 2 – Detailed Strategy [online] available at: http://www.cambridgeshirehorizons.co.uk/our_challenge/environment_sustainability/water_cycle_strategy.aspx
[15] DCLG (2012) National Planning Policy Framework [online] available at: http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf (accessed 08/2012)
[16] Flood and Water Management Act (2010) [online] at: http://www.legislation.gov.uk/ukpga/2010/29/contents (accessed 08/2012)

widespread flooding across England in 2007. Cambridge and Milton was found to be in the top 2% of settlements at risk. Concurrent with the Cambridge and Milton SWMP, a wider SWMP has also been undertaken which identifies the 'top ten' areas in Cambridgeshire at risk of surface water flooding.

6.7 Climate change mitigation and renewable energy

- The need to 'support the transition to a low carbon future in a changing climate' is identified as a 'core planning principle' in the NPPF.[15]
- Planning should play a key role in securing 'radical reductions' in greenhouse gas (GHG) emissions[15] planning for new development in locations and ways which reduce GHG emissions in order to meet the targets set out in the Climate Change Act 2008.[17]
- The Cambridge Climate Change Strategy and Action Plan 2012 - 2016 establishes the framework for action in Cambridge to tackle the causes and consequences of climate change. This sets a target to reduce the Council's carbon dioxide emissions by 20% between 2010/11 and 2015/16.[18]
- Local plans should support energy efficiency improvements to existing buildings and extensions.[1519]
- Local plans should positively promote renewable energy technologies and consider identifying suitable areas for their construction[15]; working with developers to make renewable energy projects acceptable to local communities.[19]
- Local plans should encourage transport solutions that support reductions in greenhouse gas emissions and reduce congestion[15]; notably through concentrating new developments in existing cities and large towns and/or ensuring they are well served by public transport.[19]
- There is a need for local plans to reduce the production of waste and use it as a resource wherever possible.[20]
- Decarbonising Cambridge (2010)[21], a renewable and low carbon energy study completed for Cambridge City Council, assessed the opportunities for low carbon and renewable energy projects and identified the following potential opportunities:
  - **District Heating**: The main opportunity for district heating is in the City Centre where there is the largest area of high heat density;
  - **Biomass**: Whilst the wider region's available biomass is large there is very limited resource in Cambridge. Several barriers exist to using biomass as a heating fuel including fuel sourcing, security of fuel supply, transportation costs, impacts on traffic congestion, fuel storage issues, and air quality concerns around biomass combustion;

[17] The Climate Change Act 2008 sets targets for greenhouse gas (GHG) emission reductions through action in the UK of at least 80% by 2050, and reductions in CO2 emissions of at least 26% by 2020, against a 1990 baseline.
[18] Cambridge City Council (2012) Climate Change Strategy [online] available at: https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/docs/climate-change-strategy-2012-2016.doc (accessed 04/2012)
[19] Committee on Climate Change (2012) How local authorities can reduce emissions and manage climate risk [online] available at: http://hmccc.s3.amazonaws.com/Local%20Authorites/1584_CCC_LA%20Report_bookmarked_1b.pdf (accessed 08/2012)
[20] Planning Policy Statement 10: Planning for Sustainable Waste (2011) [online] available at: http://www.communitites.gov.uk/documents/planningandbuilding/pdf/1876202.pdf (accessed 09/2012)
[21] Decarbonising Cambridge: A renewable and low carbon energy study for Cambridge City Council (2010) [online] available at: https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/docs/Decarbonising_Cambridge_final_report_220910.pdf

  - **Waste to energy**: A new Mechanical Biological Treatment facility could produce up to around 500GWh/yr, which is equivalent to around 70% of current domestic gas consumption in Cambridge in energy terms. However, it is highly unlikely that energy from waste generation plants would be located within Cambridge due to their unsuitability for location within existing urban areas; generation plants would be located within Cambridge due to their unsuitability for location within existing urban areas;
  - **Wind energy**: Cambridge has limited opportunities for wind energy generation. The use of wind power to offset carbon emissions from new development in Cambridge is most likely to be via some form of offset fund; and
  - **Other technologies**: There are likely to be opportunities for the deployment of renewable energy technologies individual household scale and on larger developments.
- Data from the Cambridgeshire Renewables Infrastructure Framework[22] identified the main renewable energy potential for Cambridge lies in micro renewables such as photovoltaics and heat pumps and district heat networks.

6.8 Landscape, townscape and cultural heritage

- The planning system should protect and enhance valued landscapes. Particular weight is given to 'conserving landscape and scenic beauty'. Local Authorities should adopt policies and measures for the protection, management and planning of all landscapes, whether outstanding or ordinary, that determine the quality of people's living environment[23].
- The NPPF encourages planning authorities to 'plan positively to enhance the beneficial use of the Green Belt, with inappropriate development not to be approved 'except in very special circumstances'[24].
- A joint review of the Inner Green Belt Boundary around Cambridge[25] was undertaken in 2012 by Cambridge City Council and South Cambridgeshire District Council. The study was carried out to assess both the importance of landscape areas surrounding Cambridge to the purposes of Green Belt, and the potential impact of developing the areas.
- Authorities should set out in their local plan a 'positive strategy' for the 'conservation and enjoyment of the historic environment', including those heritage assets that are most at risk. Assets should be recognised as being an 'irreplaceable resource' that should be conserved in a 'manner appropriate to their significance', taking account of 'the wider social, cultural, economic and environmental benefits' that conservation can bring, whilst also recognising the

[22] Cambridgeshire Renewables Infrastructure Framework (CRIF) – Final Report: Finance, Delivery and Engagement (2012) [online] available at: http://www.slideshare.net/crifcambs/crif-final-report (accessed 04/2013)
[23] Council of Europe (2000) The European Landscape Convention [online] available at: http://conventions.coe.int/Treaty/en/Treaties/Html/176.htm (accessed 08/2012)
[24] DCLG (2012) National Planning Policy Framework [online] available at: http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf (accessed 08/2012)
[25] Cambridge City Council and South Cambridgeshire Council (2012) [online] available at: https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/inner-green-belt-boundary-study-december-2012.pdf (accessed 04/2013)

positive contribution new development can make to local character and distinctiveness[26].

6.9 Biodiversity and green infrastructure

- There is a need to halt the overall decline in biodiversity and the degradation of ecosystem services26; and restore them in so far as feasible and seek to deliver net gains in biodiversity where possible[27].
- Local plans should support healthy well-functioning ecosystems, encourage the 'preservation, restoration and re-creation of priority habitats, ecological networks' and promote the 'protection and recovery of priority species27.
- Local plans should adopt a 'landscape approach' to protecting and enhancing biodiversity27. This focuses on the conservation of biodiversity over large areas of land (i.e. at the landscape scale) where habitat patches that are now fragmented would once have functioned more as an interconnected whole[28].
- The 2011 Cambridgeshire Green Infrastructure Strategy[29] reports on progress made towards improving green infrastructure throughout Cambridge. It identifies four objectives:
  - Reverse the Decline in Biodiversity;
  - Mitigate and Adapt to Climate Change;
  - Promote Sustainable Growth and Economic Development; and
  - Support Healthy Living and Well-being.

[26] DCLG (2012) National Planning Policy Framework [online] available at: http://www.communities.gov.uk/documents/planningandbuilding/pdf/2116950.pdf (accessed 08/2012)
[27] Defra (2012) The Natural Choice: securing the value of nature (Natural Environment White Paper) [online] available at: http://www.official-documents.gov.uk/document/cm80/8082/8082.pdf (accessed 08/2012)
[28] The Wildlife Trusts (2010) A Living Landscape: play your part in nature's recovery [online] available at: http://www.wildlifetrusts.org/living-landscape (accessed 08/2012)
[29] Cambridgeshire Horizons et al. (2011) Cambridgeshire Green Infrastructure Strategy [online] available at: http://www.cambridgeshirehorizons.co.uk/documents/green_infrastructure/GIStrategy2011.pdf

7 WHAT'S THE SUSTAINABILITY 'BASELINE'?

The SA Report must include…

- The relevant aspects of the current state of the sustainability baseline and the likely evolution thereof without implementation of the plan'
- The characteristics of areas / populations etc. likely to be significantly affected.
- Any existing sustainability problems / issues which are relevant to the plan including, in particular, those relating to any areas / populations etc. of particular importance

7.1 Introduction

7.1.1 Reviewing the sustainability 'baseline' is about generating a more detailed understanding of the local situation for the broad sustainability problems/issues identified through the context review (as well as a more locally specific understanding of the relevance of identified sustainability objectives). An understanding of the baseline for a given sustainability problem/issue can aid the identification and evaluation of 'likely significant effects' associated with the draft plan / alternatives.

7.1.2 A review of the sustainability baseline is presented within the SA Scoping Report. This section presents a summary, updated to reflect current conditions where relevant

7.2 Communities and well-being

Current Baseline

- Cambridge is a prosperous City but it still has areas of deprivation, mainly to the east and north of the City with some areas identified within the 20% most deprived in the country[30]. Although many people living and working in Cambridge are amongst the most highly qualified in the country a significant proportion of economically active adults (16%) do not hold any qualifications at all.
- Housing affordability is an important issue for many groups; in particular, for key workers and those on lower incomes. In 2010 the ratio of wages to average house prices in the City was around 9.2; and the ratio of lower quartile earnings against the cheapest housing available was around 9.5 in 2010, up from 8.2 in 2009. Many people who work in the city cannot afford to live there[31]. As a result large numbers of the employed population have to travel long distances from home to work, promoting unsustainable travel patterns with a high modal share of private car use, and placing increased pressure on the City's transport infrastructure.
- In 2009 there were 7,362 applicants on the Council's Housing Register for Social Housing, an increase of 18% from 2008. With regards to the acute need for more affordable houses in Cambridge, is has been identified that 1,910 more affordable houses are needed per year; an increase of 220 since 2010. 82% of

[30] http://map1.cambridgeshire.gov.uk/observe/Flash/Profiles/WardProfiles/atlas.html (accessed January 2012)
[31] Cambridgeshire County Council (2011) Cambridgeshire Local transport Plan 2011- 2026 [online] available at: http://www.cambridgeshire.gov.uk (accessed January 2012)

the need for affordable housing is estimated as being for social rented and 18% for intermediate tenures.

The likely situation in the future (assuming no intervention through the plan)

- Looking forward to 2031, Cambridge's population is expected to grow by 21%. Previously housing development has been concentrated on sites within the existing areas of the City; however, several housing development sites on the fringes of the City have been released from the Green Belt by the 2006 Local Plan.
- There is an identified trend of increasing deprivation that may continue if not effectively addressed. The trend towards an ageing population means that there may be an increased shortage of housing appropriate for elderly and disabled people.
- Although the Local Plan (2006) aims to protect and enhance existing and new community facilities it is likely they will face greater competition for more profitable uses, such as commerce or housing. The investment in social and community development infrastructure is important to the creation of sustainable communities and it will be important to ensure adequate provision is provided.

7.3 Economy

Current Baseline

- Cambridge has four important sectors that contribute to the local economy - higher and further education and the related research institutes, high-tech business, retail and tourism. These four sectors have proved relatively resilient to the recession and are recognised to have significant growth potential. Given the strong performance of the Cambridge economy, there is a need to ensure sufficient land is available for employment and for housing a growing labour force.

The likely situation in the future (assuming no intervention through the plan)

- The Local Plan (2006) contains a number of policies to protect and enhance the local economy. However, in light of more recent evidence such as the Cambridge Cluster at 50 report, it is possible that the Local Plan (2006) would not capitalise fully on the strengths of the local economy.

7.4 Transport

Current Baseline

- The levels of cycling within Cambridge are amongst the highest in Europe. A large proportion of those that work and live in Cambridge cycle (36%) or walk (19%). The high proportion of cycling in Cambridge is encouraged by the compact and flat nature of the urban environment as well as the high proportion of 'young and active' and 'financially constrained' individuals within the City, who are more likely to cycle than other groups.

The likely situation in the future (assuming no intervention through the plan)

- While the Local Plan (2006) should reduce the need to travel, there will still be increased pressure on the transport network (already acknowledged to be 'seriously constrained' in many areas) as a result of planned growth.

7.5 Water

Current Baseline

- Cambridgeshire, along with the majority of the south east and east of England, is categorised as an area of severe water stress. Cambridge has an average per capita water use of 151 litres per day which is significantly above the 80 litres per day recommended in the Water Cycle Strategies.

The likely situation in the future (assuming no intervention through the plan)

- The Water Cycle Strategy[32] suggests that under a business as usual scenario the new housing development across Cambridge could increase the demand for water by 33% on 2006 levels by 2031. It is likely that without the new Local Plan, new development will have an adverse effect on water resources and water quality, reducing the volume of water in groundwater aquifers and having an adverse impact on progress towards achieving good status by 2027 as required by the Water Framework Directive.

7.6 Flood risk including climate change adaptation

Current Baseline

- The Strategic Flood Risk Assessment (SFRA) (2010) identifies the main areas of fluvial flooding in Cambridge as adjacent to the River Cam, Cherry Hinton/Coldham's Brook and East Cambridge Main Drain. The SFRA evaluates the current (2010) and future flood risk situations over a 105 year timeframe (2115), incorporating the impacts of climate change.

The likely situation in the future (assuming no intervention through the plan)

- The key message of the SFRA is that the majority of the rivers and watercourses in Cambridge currently pose a risk of flooding and that this risk will be exacerbated in the future due to climate change.
- The Local Plan (2006) contained a policy on development and flooding but this was not 'saved' as it repeated national guidance in PPS25. The NPPF is less detailed in its regard to flooding than PPS25 and there will be a need for more detailed flooding (both fluvial and pluvial) and SuDS policies in the new Local Plan. In addition, the Local Plan (2006) does not give due consideration to the impacts of climate change, which is predicted to significantly increase flood risk by 2050.

7.7 Climate change mitigation and renewable energy

Current Baseline

- The Council's previous Climate Change Strategy and Action Plan set the City a target to reduce carbon dioxide emissions by 89% by 2050. This has now been replaced by the national target of 80% by 2050. Under the previous target, per capita emissions of 0.7 tonnes would need to be achieved by 2050. In 2009 per capita emissions were 5.8 tonnes. New data indicates the total carbon emissions for Cambridge including those from homes and businesses reduced by 9%

[32] Halcrow Group Limited (2011) Detailed Water Cycle Strategy up to 2031: Phase 2 – Detailed Strategy [online] available at: http://www.cambridgeshirehorizons.co.uk/our_challenge/environment_sustainability/water_cycle_strategy.aspx

between 2005 and 2009 (from 763,600 tonnes to 706,100 tonnes). Per capita emissions in this period reduced by 16% from 6.9 tonnes per person to 5.8 tonnes per person[33]. The Council has set a new working target to reduce its carbon emissions by 20% between 2010/11 and 2015/16[34].

- Cambridge has an installed renewable energy capacity of 0.4 MW. More widely 7% of Cambridgeshire's energy demand is already met by renewable energy installations12 which compares to about 6% nationally. Decarbonising Cambridge[35] (2010), a renewable and low carbon energy study completed for Cambridge City Council, assessed the opportunities for low carbon and renewable energy projects. It identified potential opportunities for District Heating, Biomass, Waste to energy and Wind energy.

The likely situation in the future (assuming no intervention through the plan)

- Without the Plan, it is likely that emissions from the transport sector will continue to increase in Cambridge. Transport is the only source of CO_2 emissions that has continued to rise since 1990 and it is likely to cause a continued challenge in Cambridge due to planned new development.
- Without the Plan, it is likely that new buildings and major refurbishments in Cambridge will continue to meet Building Regulations requirements, but are unlikely to, on the whole, go beyond these. In contrast new buildings covered by the AAPs are likely to meet stricter energy efficiency targets.
- The Local Plan (2006) states that applications for renewable energy schemes or technologies will be permitted if applicants can demonstrate impacts to the environment are minimised, and where impacts remain are outweighed by the wider environmental, economic or social benefits. Without the Plan this conservative approach to the installation of renewable energy could limit opportunities to significantly increase renewable energy generation in the City.

7.8 Landscape, townscape and cultural heritage

Current Baseline

- The long history of settlement in Cambridge has resulted in a varied and rich townscape which contains a high concentration of historic assets. The varied character of Cambridge is evident in the large number of Conservation Areas that have been established to protect the distinctive character of different parts of the City.
- Cambridge city centre is the historic and commercial core of the City. This core is surrounded by colleges, university and residential buildings, beyond which lie the River Cam and a number of open spaces.

The likely situation in the future (assuming no intervention through the plan)

- The designated Conservation Areas will continue to help protect the character of these areas and ensure development is appropriate and strictly controlled. Although the Local Plan (2006) provides good protection to these areas there

[33] DECC (2011) Carbon Dioxide Emissions within the scope of influence of local authorities 2005-2009 [online] available at: http://www.decc.gov.uk/en/content/cms/statistics/local_auth/co2_las/co2_las.aspx
[34] Cambridge City Council (2012) Climate Change Strategy [online] available at: https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/docs/climate-change-strategy-2012-2016.doc (accessed 04/2012)
[35] Decarbonising Cambridge: A renewable and low carbon energy study for Cambridge City Council (2010) [online] available at: https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/docs/Decarbonising_Cambridge_final_report_220910.pdf

may be wider opportunities to better protect the special character and landscape features of Cambridge, particularly in light of planned new development in the urban extensions.

7.9 Biodiversity and green infrastructure

Current Baseline

- There are a range of different habitats in Cambridge supporting a variety of different species and there is a network of Local Wildlife Sites (City and County) which are deemed important in protecting and enhancing biodiversity across Cambridge.
- Cambridge benefits from large areas of farmland particularly to the south and east of the City which support a number of species including Skylark and other farmland birds; and Brown Hare.
- Cambridge has a high standard of Green Infrastructure (1.8ha of informal open space per 1,000) with particularly high provision in some wards to the north east, south east and south west of the City, however there is a marked under-provision in some wards to the north and south. The River Cam forms a key corridor which performs a key role in offering green infrastructure provision in and around Cambridge.

The likely situation in the future (assuming no intervention through the plan)

- Without a new Local Plan the protection and enhancement of biodiversity may not be pursued at the strategic level. While sites of local nature conservation importance, open space and features of nature conservation will be protected, the opportunity to contribute to a healthy and functioning natural environment though reconnecting fragmented habitats as recommended by Government.
- The city centre benefits from excellent open space provision and excellent civic environment but the number of visitors and a growing population will increase pressures on maintaining the high quality public realm.

8 WHAT ARE THE KEY ISSUES THAT SHOULD BE A FOCUS OF THE APPRAISAL?

The SA Report must include…

- Any existing sustainability problems / issues which are relevant to the plan including, in particular, those relating to any areas / populations etc. of particular importance

8.1 Introduction

8.1.1 Drawing on the review of the sustainability context and baseline, the SA Scoping Report was able to identify a range of sustainability issues that should be a particular focus of SA, ensuring it remains focused. Sustainability issues are listed in Table 8.1, below for each of the sustainability topic headings that were used as the basis for scoping. Taken together, the sustainability topics and issues provide a methodological framework for the appraisal of alternatives and the draft plan.

Table 8.1: Sustainability topics and issues (i.e. the SA framework)

Sustainability topic (Thematic)	Sustainability issues
Communities and well-being	• Arrest the trend in increased deprivation particularly within wards to the north and east of Cambridge; • Improve the health and well-being of Cambridge residents and reduce inequalities in health particularly in the north and east of Cambridge; • Reduce inequalities in the educational achievement level of economically active adults and develop the opportunities for everyone to acquire the skills needed to find and remain in work; • Capitalise on the ethnic diversity of the city and its contribution to vibrant and inclusive communities; • Protect and enhance community, leisure and open space provision, particularly in wards anticipated to experience significant population growth including Trumpington, Castle and Abbey; • Ensure the timely provision of primary and secondary education in the locations where it is needed; • Increase delivery of affordable and intermediate housing, in particular one and two bedroom homes; • Ensure that the design and size of new homes meet the needs of the existing and future population, including the elderly, disabled people and those in poor health; and • Improve air quality in and around the Cambridge city centre AQMA and along routes to the City including the A14.
Economy	• Maintain and capitalise on Cambridge's position as one of the UK's most competitive cities; • Address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges; • Capitalise on the value that language schools/specialist tutorial colleges

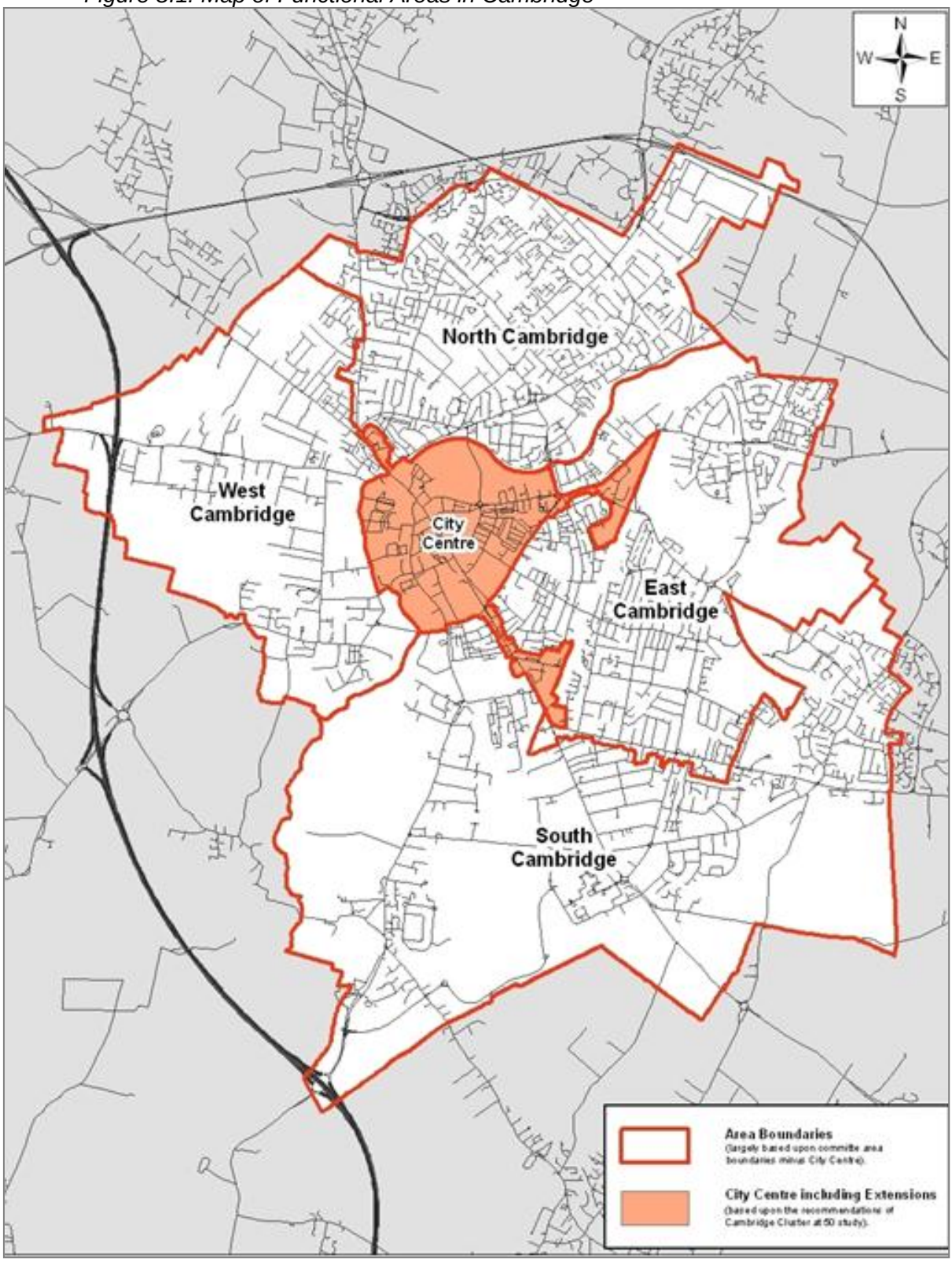
	contribute to the local economy, but balance this against the increased impact this may have on the housing market; • Ensure provision of appropriate office space for small and growing high tech businesses and research sectors; • Consider the need for high-tech headquarters and high-tech manufacturing; • Consider whether and how to address the on-going loss of industrial floorspace; • Encourage more sustainable growth of tourism which recognises the pressure it places on the City's transport infrastructure and accommodation need; • Ensure the continued vitality and viability of the city centre and safeguard the diversity of independent shops in areas such as along Mill Road; • Protect local shopping provision in district and local centres which provide for people's everyday needs; and • Ensure adequate provision of convenience shopping in the north west of Cambridge.
Transport	• Build on the high modal share of cycling in the city centre and encourage cycling for journeys over one mile; • Reduce the use of the private car and ensure greater access to frequent public transport; and • Capitalise on the opportunity of new development to discourage private car use and promote the use of more sustainable forms of transport.
Water	• Ensure developments implement the highest standards of water efficiency and place no additional pressure on water scarcity in the region; • Improve the water quality of Cambridge's water courses in line with the Water Framework Directive requirements; and • Ensure new development takes sewerage infrastructure into account.
Flood risk including climate change adaptation	• Account for the potential environmental, economic and social cost of flooding for all development proposals; • Protect and enhance existing natural flood risk management infrastructure and ensure all development incorporates sustainable drainage systems to minimise surface water flood risk; and • Ensure that new and existing communities are capable of adapting to climate change with consideration given to the role of green and blue infrastructure as well as the layout and massing of new developments.
Climate change mitigation and renewable energy	• Reduce transport emissions by encouraging cycling and promoting infrastructure for zero emissions vehicles; • Reduce carbon emissions from all aspects of new developments and ensure development meets the highest standards in low carbon design;

	• Account for the whole life carbon cost of new development and transport infrastructure; and • Ensure greater deployment of energy efficiency and renewable energy technologies.
Landscape, townscape and cultural heritage	• Ensure the protection and enhancement of the historic environment through appropriate design and scale of new development; • Actively promote the character and distinctiveness of the Conservation Areas; and • Ensure the scale of new development is sensitive to the existing key landmark buildings and low lying topography of the City.
Biodiversity and green infrastructure	• Maintain and build on the success of positive conservation management on local wildlife sites and SSSIs; • Maintain and improve connectivity between existing green infrastructure in order to provide improved habitats for biodiversity and ensure no further fragmentation of key habitats as a result of new or infill development; • Capitalise on the opportunity for green infrastructure to help Cambridge adapt to the threats posed by climate change (particularly flooding), and to improve water quality; and • Ensure new development does not impact on biodiversity including no further loss of biodiversity rich farmland to development.
Sustainability topic (Spatial)	**Sustainability issues**
City centre	• Ensure the centre capitalises on the opportunities from growing business sectors; • Maintain and improve the quality of the Centre as a place to live, work and spend leisure time, while ensuring a safe and welcoming environment; and • Ensure opportunities to reduce energy demand through renewable and low carbon technologies are maximised.
North Cambridge	• Address deprivation across quite expansive areas of the City's northern and north-eastern extents; • Address flood risk issues; • Capitalise on opportunities to encourage use of public transport and walking/cycling (including to access the Cambridge Science Park); • Increase access to high quality open space, particularly within Arbury; • Support the achievement of identified priorities within the Chesterton / Ferry Lane and De Freville Conservation Areas; • Encourage high quality design and improve the quality of the public realm within some areas; and • Develop a co-ordinated policy with South Cambridgeshire District

	Council for the development of Northern Fringe East.
South Cambridge	• Address flood risk issues; • Consider the potential to address deprivation associated with areas to the East; • Work with developers to facilitate the achievement of successful new communities within the urban extensions; • Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting; • Support the achievement of identified priorities within Conservation Areas; and • Capitalise on opportunities to encourage use of public transport and walking/cycling.
East Cambridge	• Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting; • Address deprivation issues across quite expansive areas; • Maintain the character of particular neighbourhoods; and • Capitalise on opportunities to encourage use of public transport and walking/cycling.
West Cambridge	• Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting; • Maintain the exceptional character of the built environment and address priorities identified within the designated Conservation Areas; and • Capitalise on opportunities to encourage use of public transport and walking/cycling.

8.1.2 Figure 8.1 overleaf presents a map of the five functional areas in Cambridge. The functional areas were identified at the scoping stage and are loosely based on the boundaries covered by the Council's Area Committees, although the area defined as the city centre has been widened in light of the 'Cluster at 50' Report, produced for the City Council by SQW.

Figure 8.1: Map of Functional Areas in Cambridge



PART 2: WHAT HAS PLAN-MAKING / SA INVOLVED UP TO THIS POINT?

9 INTRODUCTION (TO PART 2)

The SA Report must include…

- An outline of the reasons for selecting the alternatives dealt with
- The likely significant effects on the environment associated with alternatives / an outline of the reasons for selecting preferred alternatives (and hence, by proxy, a description of how environmental objectives and considerations are reflected in the draft plan)

9.1.1 There have been four 'interim' SA steps to date –

1) In **2012** there was an appraisal of some **201 'options'** -
    - Some were mutually exclusive and hence were appraised as '**alternatives**', i.e. compared and contrasted in addition to being appraised in isolation.
    - Others were '**broad location options'**, i.e. where there was a choice to be made, but no assumption that the options were mutually exclusive.
    - Others were 'stand-alone options', i.e. suggested approaches that consultees might wish to agree or disagree with.
  - It is the interim appraisal of **alternatives** and **broad location options** that is the focus of discussion below. The appraisal of stand-alone options was helpful at the time (findings were presented in an Interim SA Report for consultation alongside the Council's 'Issues and Options' document), but it is not necessary to present information regarding the stand-alone options and their appraisal at the current time.
2) In late 2012 there was an appraisal of:
    - **Site allocation options** located within the Green Belt around the edge of Cambridge; and
    - **Site allocation options** located within the urban boundary of Cambridge City.
3) In January 2013 there was appraisal of the Council's **preferred approach to site allocations** (both within Cambridge and within the Green Belt) as it stood at the time, i.e. as presented within the Council's 'Issues and Options 2' consultation documents.
4) In May 2013 a working draft version of the Plan was appraised.

9.1.2 A chapter below is dedicated to each of the interim SA steps

10 INTERIM APPRAISAL STEP 1

10.1.1 This chapter aims to 'tell the story' of the appraisal of alternatives (and broad location options) undertaken in May 2012 and how it has contributed to development of the Proposed Submission Plan. More specifically, this chapter seeks to –

1) Introduce those sets of alternatives that were the focus of appraisal and explain (in the form of 'outline reasons') why focusing the appraisal in this way represented a 'reasonable' approach; and
2) Explain (in the form of 'outline reasons') how the appraisal influenced plan-making.

10.1.2 This background 'story' is explained in detail in **Appendix 1** of this Report. Essentially, Appendix 1 presents a series of 43 tables, each of which discusses the consideration of alternatives in relation to one particular plan issue. The following plan issues are covered[36] -

- Broad spatial strategy
- Level of employment provision
- Broad locations for future development
- Settlement hierarchy
- Cambridge East
- Reduction of carbon emissions from new development
- Water efficiency
- Water efficiency in non-domestic buildings
- Tall buildings
- Enhancement of biodiversity
- Proportion of affordable housing required of qualifying developments
- Qualifying threshold for affordable housing provision
- Affordable housing contribution from new student accommodation
- Housing mix (tenure)
- Housing mix (types and sizes)
- Density
- Space standards
- Space standards (external)
- Lifetime homes standards
- Protecting Garden Land and the
- Protection of industrial and storage space
- Protecting office space
- Promoting cluster development
- Social shared spaces (involving a mix of uses in employment areas)
- Densifying existing employment areas
- Policy approach to shopping
- Policy approach to neighbourhood shops and shopping parades
- University of Cambridge staff / student housing
- Anglia Ruskin student hostel development
- Speculative Student Hostel Accommodation
- Additional Hotel provision
- Serviced apartments
- Open Space and Recreation
- Protection of Public Houses
- Former Public House sites
- Provision of community facilities
- New development and transport infrastructure
- Car parking
- Car free development

[36] N.B. Within the May 2012 Interim SA Report / June 2012 Issues and Options consultation document options were considered for many plan issues besides the 43 listed above; however, these 'other options' need not be a focus of discussion within this SA Report. This is on the basis that 'other options' were presented as stand-alone suggested approaches; as opposed to alternative approaches. In-line with SEA Regulations, this SA Report should focus on the draft plan and *alternatives*. Those interested in the merits of other options appraised in 2012 should refer to the Interim SA Report @ https://www.cambridge.gov.uk/local-plan-review-issues-and-options-report.

Subdivision of Existing Dwelling Plots
- Selective management of the economy
- Cycle parking
- Modal split targets for new development
- Travel Plans

11 INTERIM APPRAISAL STEP 2

11.1 Introduction

11.1.1 This chapter aims to 'tell the story' of the appraisal of site options undertaken in late 2012 and how it has contributed to development of the Plan. More specifically, this chapter seeks to –

1) Introduce the site options that were the focus of appraisal and explain (in the form of 'outline reasons') why focusing the appraisal in this way represented a 'reasonable' approach; and
2) Explain (in the form of 'outline reasons') how the appraisal influenced plan-making.

11.2 Reasons for selecting the site options that were a focus of appraisal

11.2.1 The approach to identifying site options was carried out in two ways:

- Sites within Cambridge were identified solely by the City Council.
- Sites at the edge of Cambridge in the Green Belt, were identified jointly with South Cambridgeshire District Council.[37]

Sites within Cambridge

11.2.2 A number of sources were used to arrive at an initial list of site options within Cambridge, including:

- Sites allocated in the existing adopted Cambridge Local Plan 2006, associated Area Action Plans, and Supplementary Planning Documents, which have not been developed.
- Sites identified in the following studies:
  - Strategic Housing Land Availability Assessment (SHLAA) May 2012
  - Employment Land Review 2007 and 2012 update
  - Cambridge Sub Region Retail Study 2008
  - Gypsy and Traveller Provision in Cambridge: Site Assessment
  - Cambridge Hotel Futures: Headline Findings Issues & Options Report April 2012
  - Inner Green Belt Boundary Study 2001; Green Belt Study 2002; 2012 Green Belt Reappraisal
  - Other documents e.g. those produced by Cambridgeshire Horizons
- Any sites and site boundaries identified by the Council within the Issues and Options Consultation (June 2012)

[37] The district boundary for Cambridge extends only as far as the urban area. South Cambridgeshire District encircles Cambridge.

- Any sites subsequently submitted by landowners and developers or their agents in their responses to the Council's Issues and Options consultation June 2012
- Any sites identified by the Council's own internal directorates, other Councils, statutory government agencies, and statutory undertakers

11.2.3 Potential uses for the each site were identified (from the list of: Housing, Employment, Retail, Leisure uses, Community facilities, Tourism uses, or Gypsy and Traveller sites). The long list of sites then went through an initial 'sift' that involved removing:

- Sites with planning permission, which were either under construction or built out;
- Sites where the landowner had indicated that they do not wish to bring the site forward;
- Those less than 0.5 hectares[38] (apart from a small number of residential sites which due to their location could be developed at a high density); and
- Sites which were not considered to be reasonable because they were designated as open space or did not have a suitable access.

11.2.4 Appendix 1 of the Council's 'Issues and Options 2 - Part 2' consultation document sets out the sites that were initially considered but then rejected (i.e. identified as 'unreasonable' or determined not to be a option) and the reason why they were rejected.

11.2.5 This resulted in a list of **59 reasonable site options**.[39]

11.2.6 The Areas of Major Change identified in the 2006 Local Plan, at the edge of Cambridge and the Station Area, which already have at least outline planning permission (and in some cases construction has started) were referred to at Issues and Options 1 consultation. The intention was to take these forward into the new Local Plan, but as they are established sites they did not need to be appraised again.

Sites at the Edge of Cambridge

11.2.7 At Issues and Options Stage, Cambridge City Council and South Cambridgeshire District Council worked together to identify 10 'Broad Locations' on the edge of Cambridge. To ensure a robust approach these were all of the possible locations where development could occur at the edge of Cambridge. These were assessed in the Interim SA accompanying the Issues and Options Report, and similarly were assessed by the South Cambridgeshire Interim SA.

11.2.8 The identification of site options from within the broad locations took into account:

- Developers' site boundaries received from the 'call for sites' for the Strategic Housing Land Availability Assessments (SHLAAs) carried out by both authorities; and
- Additional sites identified through the 2012 Inner Green Belt Review as fulfilling Green Belt purposes to a lesser degree.

[38] Sites of less than 0.5ha in size have been assessed as part of the City Council's Strategic Housing Land Availability Assessment (SHLAA), but will not be allocated in the Local Plan because they are not of a strategic size. The contribution that these sites can make to the City's housing provision are assessed as part of the Council's SHLAA update.

[39] 28 residential sites, 10 employment sites, 11 mixed use sites, 4 sites for university use, 3 sites for hotels, 2 sites for residential moorings, and 1 site for gypsies and travellers. N.B. In some cases the same site was identified as having the potential for more than one use. A site option equates to a given site with a given use.

11.2.9 This resulted in a list of **41 reasonable site options**.

11.3 Reasons for selecting the preferred sites (in light of appraisal findings)

11.3.1 From the list of site options within Cambridge and on the edge of Cambridge there was a need to identify 'preferred' sites to take forward for further consultation with a view to eventually determining those sites to allocate in order to meet objectively assessed housing and needs in relation to employment, retail etc.

Sites within Cambridge

11.3.2 The 59 'reasonable' site options were assessed by Cambridge City Council using the 'City Sites Pro forma'.

11.3.3 The City Sites Pro-forma can be found in the Technical Background Document to the Council's Issues and Options 2 – Part 2 consultation document (2013). It was developed to fully integrate the SA process into site assessment, i.e. the criteria in the pro forma reflect the social, environmental and economic sustainability topics and issues identified through SA scoping.[40] The pro-forma also includes planning and deliverability criteria which do not directly relate to SA.

11.3.4 Box 11.1 presents an introduction to the pro-forma / criteria-based site appraisal methodology.

Box 11.1: The criteria-based sites appraisal methodology

Officers within the City Council and at Cambridgeshire County Council with expertise in the different areas covered by the pro forma were consulted to fill in relevant criteria.

It should be noted that data availability can limit the scope of what is possible to ask/answer in terms of the site appraisal criteria. The pro-formas identify the sustainability issues that were not addressed through the site appraisal criteria and provide an explanation as to why this was the case.

It is also important to note that there was limited potential to take into account detailed information on individual development proposals. Further information on individual developments will become available when development proposals are progressed and submitted as part of the planning application process.

For most criteria one of three potential scores was applied using a traffic light categorisation system of 'red/amber/green'. A red categorisation equates to the predication of a 'significant negative impact', an amber categorisation equates to the prediction of a 'moderate negative impact' and a green categorisation equates to the prediction of 'no negative impact or minor negative impact which could potentially be mitigated'. However, for some criteria the categorisation system was extended to five categories (with an additional red red and green green score) to give a finer grained assessment of impact.

Several of the criteria apply rules that are quantitative and distance related. The majority of these distances are "as the crow flies" as it was not possible to take account of routes / pathways. This is apart from the distances from district and local centres for the sites within the City, which were based upon existing information on walking catchments. Most distance rules have been developed internally by the plan-making / URS, following a review of thresholds applied as part of Site Allocation / SA processes elsewhere in England. A number of thresholds reflect the assumption

[40] URS advised on the development of the pro forma to ensure that it reflected the SA scope and requirements of the SEA Regulations (e.g. the need to take into account long terms and secondary effects, etc). Appendix 2 of the Interim SA Report 2 (January 2013) presents the relationship between the SA scope and the site appraisal criteria.

that 400m is a distance that is easily walked by those with young children and the elderly.

11.3.5 The completed pro-formas for all the (reasonable) site options are presented in the Technical Background Document to the Council's Issues and Options 2 – Part 2 consultation document at the following link:

https://www.cambridge.gov.uk/background-documents

11.3.6 The appraisal showed **34 sites** scored 'amber' or 'green' overall. It is these sites that were taken forward for consultation (in the Council's Issues and Options 2 – Part 2 consultation document) and further appraisal (see 'interim appraisal step 3, below). The sites which scored 'red' overall were not considered further.

Sites at the Edge of Cambridge

11.3.7 The 41 'reasonable' site options were appraised utilising a pro-forma / criteria-based methodology (see Box 11.1, above) developed jointly between Cambridge City and South Cambridgeshire with a view to taking account of both Council's established SA objectives / topics / issues. As such, the pro-forma was specifically developed to fully integrate the SA process into site assessment.[41] The pro-forma also includes planning and deliverability criteria which do not directly relate to the SA.

11.3.8 The 'Joint Green Belt Site Assessment Pro-forma' can be found in Appendix 1 of the Councils' Issues and Options 2 - Part 1 consultation document. For each criterion within the pro-forma there is an explanation as to which of the Cambridge SA topics and South Cambridgeshire SA objectives it relates to.

11.3.9 The completed pro formas for all of the sites assessed can be found in the Technical Background Document to the Council's Issues and Options 2 - Part 1 consultation document at the following link:

https://www.cambridge.gov.uk/background-documents

11.3.10 In order to draw information together in an accessible form, and reach an overall conclusion on the merits of the sites assessed, key elements from the pro-formas were combined in a series of summaries by broad location which enable the most and least sustainable sites to be identified. These can be found in Appendix 3 of the Councils' Issues and Options 2 - Part 1 consultation document.

11.3.11 Subsequent to the appraisal, **six sites**[42] were identified as being sites with development potential, albeit with some constraints or adverse impacts (with an overall score of amber). The non-preferred sites were found to be constrained in terms of Green Belt issues and/or other planning constraints such as archaeological merit. Reasons for rejection are summarised in Appendix 3 of the Council's Issues and Options 2 Part 1 consultation document.

[41] URS advised on the development of the pro forma to ensure that it reflected the SA scope and requirements of the SEA Regulations (e.g. the need to take into account long terms and secondary effects, etc).

[42] These included two housing sites, two employment sites, one site which could be developed for either housing or employment and one which could be potentially developed for housing, employment or a community stadium. Five of these sites are located in the South of Cambridge and one is in the North of Cambridge. Four of the sites are within the Cambridge City Council boundary and two fall within South Cambridgeshire.

11.3.12 The six preferred sites were then taken forward for consultation (i.e. presented within the council's Issues and Options 2 Part 1 consultation document) and further appraisal (see 'interim appraisal step 3, below).

12 INTERIM APPRAISAL STEP 3

12.1 Introduction

12.1.1 Informed by interim appraisal step 2 (see discussion above) –

- The Council's Issues and Options 2 - Part 1 consultation document presented **six** preferred site allocation options on the edge of Cambridge; and
- The Council's Issues and Options 2 - Part 2 consultation document presented **33** preferred site allocation options within Cambridge.

12.1.2 These preferred site allocation options were then the focus of further appraisal with appraisal findings presented within the 'Interim SA Report 2' document (January 2013) with a view to informing consultation and subsequent plan-making.

12.2 Appraisal findings

12.2.1 The appraisal considered each preferred site option individually, but also considered the effects of sites coming forward in combination. 'In-combination' effects were considered for each of the five 'functional areas' in and around the City that were identified through SA scoping. The following is a summary.

City Centre

12.2.2 Six allocations for the City area were proposed including one site for solely residential use, one employment site, two mixed-use sites and two sites for university-uses.

12.2.3 The SA report identified that the allocations proposed for the City area could bring about benefits in terms of capitalising on the opportunities of growing business sectors in particular the allocation of two sites for university uses could help to create and maintain profitable relationships between businesses and academic researchers.

12.2.4 The proximity of all sites to employment centres, combined with their relatively good access to public transport was identified as a positive benefit to enable residents to gain easy access to their work places. Overall the effect of the allocations on the quality of life in the City Area would on the most part be positive. All of the sites under consideration are close to health facilities and would result in no loss of community facilities. However, the effect of the allocations on air quality was a matter of some concern. All of the sites are within or adjacent to an AQMA and all sites were identified to have a potential adverse effect of air quality, with one site potentially resulting in a significant adverse effect.

North Cambridge

12.2.5 Nine sites were proposed in North Cambridge and comprise four residential, three employment, one mixed use and one residential mooring site. One additional site – *Broad location 10: Land between Huntington Road and Histon Road* – was also included within this appraisal and lies to the north west of the North Cambridge Functional Area boundary in South Cambridgeshire. This site is proposed for residential and commercial use.

12.2.6 Apart from one site, all sites performed well against the economic and environmental related sustainability issues. The mix of sites within this functional area, in particular the employment and commercial sites and the mixed use site would provide employment opportunities and may help address local deprivation issues. Furthermore, the majority of City sites are on previously developed land and will not result in impacts on the Green Belt; however the fringe site is in the Green Belt and is predicted to have an adverse impact. On balance the sites performed well against the biodiversity and green infrastructure related sustainability issues and contribute to the high quality of the public realm.

12.2.7 Only two city sites (both residential) and the fringe site were identified to have access to high quality public transport; however North Cambridge is expected to benefit from significant public transport improvement in the future with the new Cambridge Science Park railway station, links to the guided bus and associated improvements to cycling infrastructure.

South Cambridge

12.2.8 Eleven sites were proposed in South Cambridge comprising four residential, one employment, one 1 mixed use and five fringe sites. A key issue identified in the Southern area was that this part of the city would experience the greatest development at the fringes, with potential for residential development on five sites in the Green Belt. If all of the residential sites proposed in the Southern area are built out, this would result in 700 new homes in the southern part of the city. The cumulative impact of this was identified as likely to include increased pressure on the transport network and on community facilities, particularly schools.

12.2.9 In combination the sites selected for the Southern area could help contribute to a number of sustainability issues, including the need to tackle deprivation and help the creation of successful communities. Three of the sites are in an area amongst the most deprived in Cambridge. All of the sites are located in close proximity to employment centres and all would result in no loss of community facilities. However, some issues were identified including proximity to an AQMA and only moderate to poor access to health facilities. Furthermore, all five of the proposed residential sites are located more than 800m from the nearest primary school and the results for access to suitable cycle routes were also mixed, with many performing only moderately well, and four of the fringe sites performing particularly badly.

East Cambridge

12.2.10 Eleven sites were proposed in East Cambridge comprising ten residential and one mixed use site. Should all ten residential sites be built out the result will be the development of more than 800 new houses in the eastern part of the city. When considered collectively against the issues set out for the East area of Cambridge, the sites performed well in a number of respects including with regards to maintaining and enhancing open and green spaces, use of previously developed land, provision of minimum onsite public open space and access to natural green space.

12.2.11 Half of the sites are in areas considered to be deprived. As such, these allocations may help to address deprivation across East Cambridge through the development and associated economic activity they will bring.

12.2.12 The sites mostly perform well in preserving the character of neighbourhoods. None of the developments proposed appear to be of a size that would adversely impact the character of the neighbourhoods they would become a part of. With the exception of one site which is distant from key bus services, the sites score moderately well to good in relation to public transport access.

West Cambridge

12.2.13 Both site options within West Cambridge, propose residential developments with a combined capacity of 65 units. Both sites were expected to have either neutral or positive impacts for the environment related sustainability issues. The sites were identified to be at relatively low risk of flooding and unlikely to have any impact on national or locally designated wildlife sites. Both sites capitalise on the use of previously developed land, and in doing so should help maintain open spaces and green space within the City.

12.2.14 Allocation of one site, Mount Pleasant House, has the potential to impact on a nearby historic town and garden, a building of local interest (itself) and local archaeology. It is also located in the West Cambridge Conservation Area. Barton Road is also a 'positive unlisted building' that has a positive impact on the character and appearance of the Conservation Area.

12.2.15 The extent to which the allocations would encourage the use of public transport and walking/cycling is uncertain. Each site is constrained to varying degrees regarding distances to the city centre, a district/local centre, a health centre of primary or secondary schools.

12.3 Influence of the appraisal

12.3.1 The Interim appraisal identified some issues, but did not lead to the rejection of any of the sites consulted upon at the Issues and Options 2 stage. Although the appraisal questioned the proximity of some sites to services/facilities, it is the Council's view that in a City such as Cambridge all sites are relatively sustainable in this respect, being reasonably close to facilities or 'connected' to facilities via sustainable modes of transport. So for example, being more than 800m away from a railway station or the edge of the City Centre are constraints that the Council does not feel put a site at a major disadvantage. It is also worth noting that some of the mitigation measures identified through the interim SA are not appropriate for the Local Plan, but can be taken into account at the planning application stage, when sites come forward for development.

12.3.2 Appendix 6 of the Statement of Consultation contains a summary of the public consultation responses received to the sites. Also, subsequent to the appraisal / consultation, the City Council produced a *Technical Background Document - Part 2 Supplement to Part 2 Site Options Within and on the Edge of Cambridge (January, 2013)* document, which:

- Considers the merits of sites against additional assessment criteria relating to impact on education provision, site viability, landowner comments and willingness to bring sites forward;
- Sets out key issues emerging from the representations on Issues and Options 2, and the interim appraisal of site options; and

- Provides a full technical assessment of additional sites or sites where there have been significant changes (i.e. in terms of assumed mix of uses or capacity) since Issues and Options 2.
  - These sites have also been subject to SA. This appraisal did not identify any significant problems with these sites as locations for development.

12.3.3 Essentially, the *Technical Background Document - Part 2 Supplement to Part 2 Site Options Within and on the Edge of Cambridge (January, 2013)* document sets out an audit of changes to the sites since Issues and Options 2 consultation, the reason for any changes and whether the site is proposed for allocation in the draft Local Plan.

12.4 Additional sites contained within the Cambridge Local Plan 2014 – Proposed Submission

12.4.1 Since the Issues and Options 2 consultation, and following discussions with landowners, a further two sites have been included within the draft local plan. These sites are site R44, Betjeman House, which falls within the South Cambridge functional area and is proposed for office/mixed use development with a potential residential capacity of 156 dwellings, and site U3, Grange Farm, Wilberforce Road, which falls within the West Cambridge functional area and is proposed for student accommodation. The appraisal of the sites shown in the tables 12.1 and 12.2 below has followed the same approach as for the other sites described in the sections above.

Table 12.1 West Cambridge

Cambridge City Sites Appraisal

	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	PDL	Comm. Facilities	Protected Space	Replace Space	Space Standards	Outdoor Sports	Play Space	Green Space	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Cycle Routes	Public Transport	Train Station	City Edge	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed buildings	Historic Park	Cons. Area	Local Interest	Green Belt Loss	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Sustainability Appraisal
U3																																								*Grange Farm, Wilberforce Road* This site presents an opportunity for University/collegiate use with limited impact on the natural environment with opportunities to mitigate any adverse impacts. The site is well located in terms of outdoor sports facilities and accessible natural greenspace and has good cycle links. The site is <1,000m of an AQMA, but given the site will be for student accommodation with proctorial control stopping students from keeping cars in

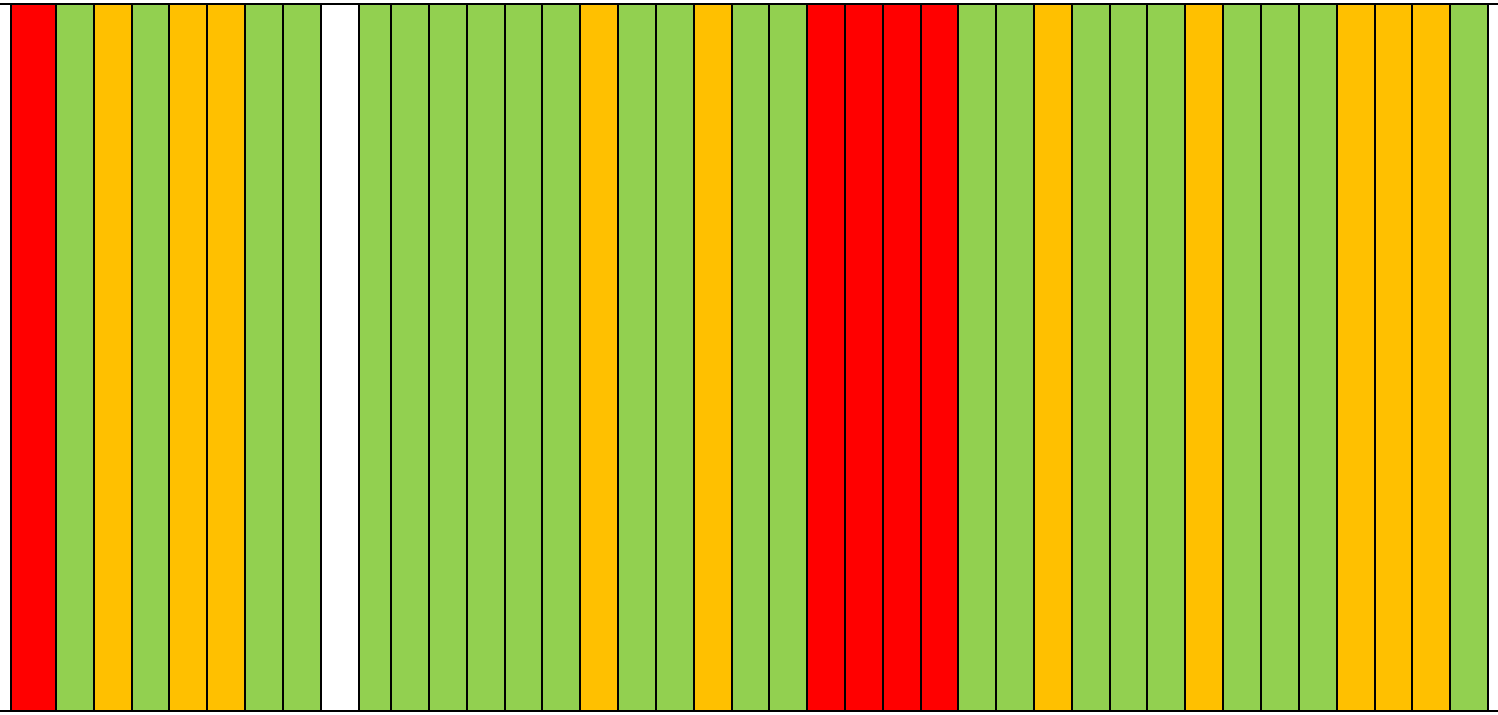
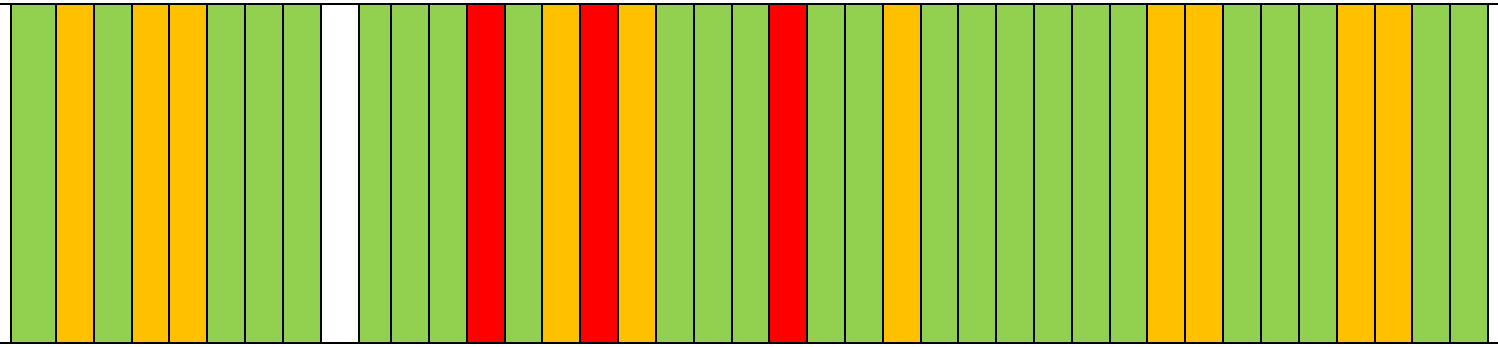
	the city, the development should not lead to an adverse impact/worsening of air quality. The site does not score well in terms of proximity to high quality public transport routes or train stations, although the site scores well in terms of cycle access and policies in the plan will require provision of cycle parking for the student accommodation. While the site is not currently well located in terms of access to local shops, services and facilities, provision being made at the North West Cambridge site could improve this situation. Surface water flooding has been highlighted as an issue for the site, but this can be mitigated.

Table 12.2 South Cambridge

Cambridge City Sites Appraisal

	Health Fac.	Noise & Vib.	Light Pollution	Odour	Contamination	PDL	Comm. Facilities	Protected Space	Replace Space	Space Standards	Outdoor Sports	Play Space	Green Space	Secondary Sch.	Primary Sch.	AQMA	Air Quality	Emp. Centre	Deprived Area	Loss Emp. Land	Cycle Routes	Public Transport	Train Station	City Edge	Dist/local centre	Source PZ	Fluvial Flooding	Surface Flooding	SAM	Listed buildings	Historic Park	Cons. Area	Local Interest	Green Belt Loss	SSSI	Local Wildlife	Green Infra.	Imp. Biodiversity	TPOs	Sustainability Appraisal
R44																																								*Betjeman House* The site is largely unconstrained and performs well across the majority of sustainability topics and issues. The site is well located in terms of high quality public transport, proximity to the train station and access to local shops, services and facilities. Cycle routes are not of high quality at present, although the situation could change with improvements to transport infrastructure in the area being brought forward in the Transport Strategy, enhancing

	access to sustainable modes of transport. This will be particularly important given the sites location within the AQMA. The site has a history of former industrial/commercial uses and as such there could be some contamination on site, although this would be capable of remediation.

13 INTERIM APPRAISAL STEP 4

13.1.1 By early May 2013 a draft version of the Proposed Submission Plan document had been prepared and it was determined that this should be subjected to a final 'interim appraisal' with a view to tweaking the document prior to Publication. The full appraisal of the draft plan is included in Part 3 of this report.

13.1.2 Table 13.1 presents the recommendations that were made as part of the interim appraisal, and the Council's response to these recommendations. Note that these recommendations are also included within Part 3 of this report.

Table 13.1: Recommendations stemming from interim appraisal step 4 (May 2013) and the Council's response

SA Topic	Policy	SA Recommendation	Officer Response	Action
Climate Change Mitigation and renewable energy	Policies in Section Four: Responding to Climate Change and Managing Resources	Work closely with applicants to ensure that design features, mitigation and infrastructure is implemented as fully as possible, given viability constraints.	This is a matter to be addressed through the use of the policy in the consideration of planning applications.	No change.
Economy		Ensure that new employment areas have strong transport links to Kings Hedges and Abbey Ward areas so that residents of these income and employment deprived areas can take advantage of new employment opportunities elsewhere in the city. It is notable that no policy is directed specifically at addressing problems of deprivation in these areas, albeit it is recognised that Cambridge is a compact city and hence wherever employment is located it will be	Policies in Section 8 seek to ensure that new developments appropriately link to public transport, cycling and walking routes.	No change.

SA Topic	Policy	SA Recommendation	Officer Response	Action
		relatively easy to access by public transport or bicycle.		
Flood risk Including climate change adaptation		No recommendations made.	N/A	N/A
Landscape, Townscape and Cultural Heritage		No recommendations made.	N/A	N/A
Transport	Policy 81 (Mitigating the Transport Impact of Development)	The policy could be strengthened and reworded to make it clearer what type of infrastructure the financial contributions would be used for. This policy would better support the transport objectives if these contributions were to be directed towards sustainable transport infrastructure.	The City Council in collaboration with the County Council is encouraging the use of sustainable modes of transport. Additional text is proposed in the policy.	Propose additional wording to criterion (c) of Policy 81 so that the second sentence reads: 'This could include investment in infrastructure, services or behavioural change measures to encourage the use of sustainable modes of transport.'
Transport	Policy 56 (Creating Successful Places)	The policy could be reworded to emphasise the need for proposals to be accessible by sustainable modes of transport such as through the inclusion of foot / cycle paths and public transport.	Policy 80 - Supporting sustainable access to development, addresses the need for development to prioritise access by sustainable modes.	No change.
Biodiversity		Encourage additional focus on prioritising brownfield development.	The prioritisation of sites is dealt with in the Spatial Strategy of the Local Plan. The Local Plan needs to avoid repeating the policies in the NPPF, which outlines how Green Belt land should be protected.	No change.

SA Topic	Policy	SA Recommendation	Officer Response	Action
Biodiversity	Policy 8 (Setting of the City)	Increased consideration of the role that new or existing green space can play as part of the wider ecological network of the city, including as green infrastructure (promoting the Cambridgeshire Green Infrastructure Strategy).	Policy 8 already states that development on the urban edge will only be supported where it enhances biodiversity and particular reference is made to supporting proposals for landscape scale enhancement and the conservation or enhancement of biodiversity. Other policies in the Plan also seek to enhance biodiversity and linkages in the ecological network (Policies 67, 69 and 70). Also, Policy 7 looks at the enhancement of natural resources and renaturalisation of the River Cam.	No change.
Biodiversity	Policy 35 (Protection of Human Health from Noise and Vibration)	Highlight the need to consider the impacts of noise on wildlife in addition to human health.	Policies 69 and 70 seek to protect both sites of local nature conservation importance and priority species and habitats from the impacts of development, including disturbance.	No change.
Biodiversity	Policy 52 (Protecting Garden Land and the Subdivision of Existing Dwelling Plots)	Encourage consideration of the wildlife value of gardens.	Agree that the policy could be strengthened by referring to the wildlife value of gardens.	Propose change criterion (b) of Policy 52 to read: 'sufficient garden space and space around existing dwellings is retained, especially where these spaces and any trees are worthy

SA Topic	Policy	SA Recommendation	Officer Response	Action
				of retention due to their contribution to the character of the area and their biodiversity importance.
Biodiversity	Policy 67 (Protection of Open Space)	Ensure that replacement green space is positioned with reference to the City's wider green infrastructure network in order to maximise benefits.	Change suggested to the supporting text to Policy 67.	Propose the inclusion of an additional sentence at the end of paragraph 7.45: 'Where replacement facilities are provided, consideration should be given to how they link with the wider ecological network and enhance biodiversity.'
Water	Policy 27 (Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use)	Strengthen the call for increased water efficiency in new development by removing the conditions relating to technical and economic viability.	The flexibility in the policy is required to reflect the fact that each individual planning application will need to be assessed on its own merits.	No change.
Water	Policy 32 (Flood Risk)	Encourage flood risk management in new development to take into account the role SuDS can play in reducing the pollution of watercourses.	An intrinsic benefit of SuDS is their role in reducing pollution of watercourses. Policy 31 seeks to ensure all surface water that is discharged to ground or into rivers, watercourses and sewers has an appropriate level of treatment to reduce the risk of diffuse pollution. Therefore, it is not felt necessary to repeat this in Policy 32.	No change.
Community	Policy 9	Policy could perhaps	Policy 10 which	No change.

SA Topic	Policy	SA Recommendation	Officer Response	Action
and Wellbeing	(The City Centre)	go further in terms of explicitly requiring that development proposals in the City Centre take into account and reflect identified needs associated with the local community.	deals with development in the City Centre Primary Shopping Area talks about the use of the upper floors of units for residential, student accommodation, offices and community facilities, which will be of benefit for the local community and potentially increase the residential community in the City Centre.	
Community and Wellbeing	Policy 73 (Community and Leisure Facilities)	Include criteria setting out conditions that would apply should development result in the loss of educational and healthcare facilities.	The 'Loss of facilities' section in Policy 73 is applicable to community facilities which includes educational facilities and healthcare facilities. It also clearly states that the redevelopment of school sites for other uses will be permitted only if it can be demonstrated that they are not required in the longer term for continued educational use. Appendix K explains what information an applicant needs to provide to demonstrate that a community facility (including education facilities and healthcare) is no longer needed. For example, a healthcare facility will	No change.

SA Topic	Policy	SA Recommendation	Officer Response	Action
			need to be marketed as a healthcare facility and other community facilities.	
Community and Wellbeing	Policy 29 (Renewable and Low Carbon Energy Generation)	Broaden considerations of the impact of renewable and low-carbon energy generation to include all forms of energy infrastructure.	The focus of this policy is on increasing the proportion of energy generated from renewable and low carbon sources. Other policies in the Plan deal with minimising the impact of development on the environment, for example the policies dealing with design, flood risk, light pollution, protection of human health from noise and vibration and air quality.	No change.
Community and Wellbeing	Policy 83 (Aviation Development)	Make explicit the need to consider the potential health impacts of aviation development at Cambridge Airport.	It is proposed that the policy will be amended to include the following sentence "A health impact assessment will be submitted alongside any planning application to demonstrate that the potential impacts on health have been considered at the planning and design stage."	Propose the policy is amended to include the following sentence: 'A health impact assessment will be submitted alongside any planning application to demonstrate that the potential impacts on health have been considered at the planning and design stage.'
City Centre	Policy 6 (Hierarchy of Centres and Retail Capacity)	The supporting text for Policy 6 could be strengthened to explain how monitoring of retail and leisure capacity will be managed in the period beyond 2022.	At paragraph 2.67, the supporting text to Policy 6 talks about the advice in the Retail and Leisure Study to plan to accommodate retail capacity to 2021 due to the uncertainty in forecasting. The	Propose additional text to the end of paragraph 2.6, so that it reads: 'This will be subject to monitoring over the plan period, including the monitoring of retail developments in the

SA Topic	Policy	SA Recommendation	Officer Response	Action
			paragraph talks about monitoring, but this could be explained further.	wider area, which will inform when a review of the Retail and Leisure Study should be carried out.'
City Centre	Section 3	Provide details on how the economic impacts of site allocations that result in the loss of employment space will be identified and addressed.	The economic impacts of site allocations that result in the loss of employment space are considered through the overall assessment of employment land needs versus supply.	No change.
City Centre	Section 3	Make explicit the need to create a safer and improved environment for cyclists in a number of the centre's Opportunity Areas.	Policy 80: Supporting Sustainable Access to Development applies city-wide in respect of sustainable modes of travel such as cycling which needs to be considered alongside any Opportunity Area policies. This requires the prioritisation of cycling in areas to be improved e.g. Opportunity Areas.	No change.
City Centre	Section 3	Call of development proposals in a number of the centre's Opportunity Areas to promote and prioritise the use of sustainable forms of transport.	Policy 80: Supporting Sustainable Access applies city-wide in respect of sustainable modes of transport which needs to be considered alongside any Opportunity Area policies. This requires the prioritisation of sustainable modes of travel in respect of proposal sites. Many proposals sites can	No change.

SA Topic	Policy	SA Recommendation	Officer Response	Action
			be found in and around Opportunity Areas.	
City Centre	Policy 27 (Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use)	Ensure that 'major' development in the Strategic Heating area is defined and that conditions are only relaxed where there is a 'significant' impact on viability.	Major development is defined in the Town and Country Planning (Development Management) (England) Order (2010) as 10 or more dwellings or a site area of 0.5 ha or more where the number of dwellings is unknown, or the provision of a building where the floorspace is 1,000 sq m or more, or where development is carried out on a site having an area of 1 hectare or more. This will be included within the glossary to the Plan. The inclusion of 'significant' does not add anything further to the policy, as each development will be looked at on a case by case basis and it would be difficult to define 'significant'.	Propose inclusion of the definition of 'Major development' in the glossary.
North Cambridge		Ensure that open space infrastructure spending from development in the North Cambridge area goes towards quality improvements in areas of deficiency; particularly Arbury.	Policy 67 and paragraph 7.45 make reference to the need to maintain the level of open space provision in the general area surrounding the development. Where it is identified that there is a surplus of provision,	No change.

SA Topic	Policy	SA Recommendation	Officer Response	Action
			Policy 67 requires re-provision of open space to be redirected to areas experiencing deficiencies, such as Arbury.	
North Cambridge	Policy 85 (Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy)	Prioritise remodelling the High Street in the Chesterton and Ferry Lane Conservation Areas as an infrastructure scheme in Policy 85 in order to reduce heavy traffic and restore the historic character of the areas.	Policy 85 does not set out detailed infrastructure schemes. The update to the Infrastructure Delivery Study will set out a list of schemes, including transport infrastructure, and prioritise these for funding.	No change.
South Cambridge		No recommendations made.	N/A	N/A
East Cambridge		Ensure that transport links and the new multi-modal transport interchange at the rail station allow new employment opportunities surrounding the train station to be accessed by deprived areas in Abbey Ward.	Policy 14 (Northern Fringe East and land surrounding the proposed Cambridge Science Park Station Area of Major Change) ensures that appropriate access and linkages are planned for.	No change.
West Cambridge	Policy 18 (West Cambridge Area of Major Change)	Ensure that peripheral employment sites incorporate social spaces.	This is covered by criterion (h) in Policy 13 (Areas of Major Change and Opportunity Areas – General Principles) - *'create active and vibrant places which encourage social interaction and meeting, and foster a sense of community'.* . This policy relates to all Areas of Major	No change.

SA Topic	Policy	SA Recommendation	Officer Response	Action
			Change including West Cambridge.	
West Cambridge	Policy 18 (West Cambridge Area of Major Change)	Make explicit the need for the provision of publically accessible green space and biodiversity protection in the West Cambridge Area of Major Change.	Green Infrastructure rather than publically accessible green space is an omission in the policy and is made all the more important given the proposed higher density of development. Therefore recommend this is covered through the incorporation of an additional criterion 'i' in Policy 18. It is not appropriate to require 'publically accessible' as West Cambridge is private, albeit other people are permitted to use it. The supporting text refers to the importance of biodiversity in Para 3.71, and this is reinforced by other policies which cover biodiversity in the draft Local Plan and which apply to West Cambridge including Policy 8: Setting of the City, Policy 31: Integrated water management and the water cycle, Policy 57: Designing New Buildings, Policy 59: Designing Landscape and the Public Realm. The new criteria (i) also	Propose add in new criterion (i) to Policy 18 which states: 'proposals provide appropriate green infrastructure which is well integrated with the existing and new development and with the surrounding area.'

SA Topic	Policy	SA Recommendation	Officer Response	Action
			covers biodiversity in the Local Plan definition of green infrastructure.	
West Cambridge	Policy 19 (NIAB 1 Area of Major Change)	Call for a comprehensive transport strategy to be produced alongside development proposals in the NIAB 1 Area of Major Change.	This is an omission for the Policy which should be covered. Whilst current negotiations are quite advanced it is possible that new proposals could be submitted in the future and it would be appropriate to include an additional criterion in Policy 19 with similar wording to Policy 18; *'it includes a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on the private car.'* The last sentence in Policy 18; *'This should include assessing the level, form and type of car parking that exists on the site.'* has been removed because there is no existing car parking.	Propose a new criterion 'h' as follows and then renumber the following criteria in the policy: 'it includes a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on the private car'
West Cambridge	Policy 19 (NIAB 1 Area of Major Change)	Ensure that development proposals in the NIAB 1 Area of Major Change take into account the area's noise pollution and	The key constraints of noise pollution and footpaths crossing the site are referred to in Paragraph 3.76 of Policy 19.	Propose a new criterion as follows between the existing criteria (i) and (j), and then renumber the following criteria in the policy:

SA Topic	Policy	SA Recommendation	Officer Response	Action
		footpath related constraints.	Noise Pollution is also covered in Policy 35: Protection of Human Health from Noise and Vibration which specifically refers to major sites and noise sensitive development, and refers to the need for noise assessments and noise mitigation measures. The existing footpaths are not covered in other policies and therefore an additional criterion is proposed.	'where possible retain and enhance existing definitive footpaths that cross the site or provide suitable and safe equivalent links of a similar length as part of the new development'

PART 3: WHAT ARE THE APPRAISAL FINDINGS AND RECOMMENDATIONS AT THIS CURRENT STAGE?

N.B. The appraisal presented below relates to the Proposed Submission Plan as agreed for public consultation at the Council's Council meeting (27/6/13). Some of the findings and recommendations presented below have already been taken on board by the Council, i.e. are reflected in the Proposed Submission Plan as it stands at the current time. The changes made to the plan in light of the appraisal presented below are discussed in Chapter 13, above.

Where necessary, the appraisal presented below will be updated prior to submission as part of the iterative process of appraising the draft Local Plan.

14 INTRODUCTION (TO PART 3)

The report must include…

- The likely significant effects on the environment associated with the draft plan approach
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan approach

15 METHODOLOGY

15.1.1 The appraisal identifies and evaluates 'likely significant effects' on the baseline associated with the plan, drawing on the sustainability topics ('thematic' and 'spatial') and issues identified through scoping (see Part 1) as a methodological framework.

15.1.2 Effects are predicted taking into account the criteria presented within Regulations.[43] So, for example, account is taken of the duration, frequency and reversibility of effects as far as possible. These effect 'characteristics' are described within the appraisal as appropriate. The potential for 'cumulative' effects is also considered. Where appropriate, recommendations to mitigate/offset any significant adverse effects of implementing the draft plan are suggested. Note that these recommendations should be read against the information contained within table 13.1 of this report, which sets out the Council's response to the SA recommendations.

15.1.3 Every effort is made to predict effects accurately; however, this is inherently challenging given the high level nature of the plan. The ability to predict effects accurately is also limited by understanding of the baseline (now and in the future under a 'no plan' scenario). In light of this, there is a need to make considerable assumptions regarding how the plan will be implemented 'on the ground' and what the effect on particular receptors will be. Where there is a need to rely on assumptions, this is made explicit in the appraisal text.[44] In many instances, given reasonable assumptions, it is not possible to predict likely significant effects, but it is possible to comment on the merits (or otherwise) of the plan in more general terms.

[43] Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004

[44] It is worth noting that, as stated by Government Guidance (The Plan Making Manual, see http://www.pas.gov.uk/pas/core/page.do?pageId=156210): *"Ultimately, the significance of an effect is a matter of judgment and should require no more than a clear and reasonable justification."*

16 CLIMATE CHANGE MITIGATION AND RENEWABLE ENERGY

16.1 Sustainability issues

- Reduce transport emissions by encouraging cycling and promoting infrastructure for zero emissions vehicles;
- Reduce carbon emissions from all aspects of new developments and ensure development meets the highest standards in low carbon design;
- Account for the whole life carbon cost of new development and transport infrastructure; and
- Ensure greater deployment of energy efficiency and renewable energy technologies.

16.2 Relevant plan policies

- *Section 2:* **Policy 5** Strategic Transport Infrastructure
- *Section 3*: **Policy 13** Areas of Major Change and Opportunity Areas – general principles, **Policy 16** Cambridge Biomedical Campus (Including Addenbrooke's Hospital)
- *Section 4*: **Policy 27** Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use, **Policy 28** Allowable Solutions for Zero Carbon Development, **Policy 29** Renewable and Low Carbon Energy Generation, **Policy 30** Energy Efficiency Improvements in Existing Dwellings,
- *Section 7*: **Policy 57** Designing New Buildings, **Policy 63** Works to a heritage asset to address climate change
- *Section 9*: **Policy 80** Supporting Sustainable Access to Development, **Policy 81** Mitigating the Transport Impact of Development, **Policy 82** Parking Management, **Policy 83** Aviation Development,
- *Section 10*: **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

16.3 Appraisal

16.3.1 With regards to transport emissions there are a number of policies that are relevant. Transport emissions, unlike emissions from other sources identified in the Scoping Report, have been rising nationally since the 1990s. In order to counter this and help achieve national targets, **Policy 5** sets out the strategic vision for transport infrastructure in the city. It requires that, in line with the Cambridgeshire Local Transport Plan, development should achieve modal shift, i.e. a shift towards sustainable transport with greater priority given to pedestrians and cyclists.

16.3.2 **Policy 13** sets out the 'general principles' for the Opportunity Areas and Areas of Major Change **(Policies 14-25)**, namely requiring higher densities of development at transport interchanges, for new development to be fully integrated into transport networks and be supportive of public transport and active travel; and additionally provide for public transport improvements including buses and park and ride services. Locating development in sustainable locations should reduce the need to travel and also reduce the need for motorised transport. The policy (and also **Policy 85**) also states that planning obligations shall be sought for transport infrastructure which should further achieve these aims. This will ensure that strategic new development will improve walking, cycling and public transport provision for existing and future residents, reducing per capita emissions from transport sources.

16.3.3 **Policies 80-82** seek to achieve modal shift by limiting accessibility to private vehicles; promoting sustainable transport; requiring Transport Plans to be submitted for major developments; restricting parking with 'maximum' parking allowances; enhancing the provision of electric vehicle charging infrastructure and encouraging journeys made be cycling by requiring 'minimum' cycle parking spaces. Cambridge already has one of the highest percentages in Europe in terms of cycling and such policies would further improve infrastructure for current and future cyclists. In combination, these policies should reduce transport emissions and reduce pressure on the Air Quality Management Area.

16.3.4 **Policy 83** states that aviation development at Cambridge Airport will only be supported where it would not have a significant adverse impact on the environment and on residential amenity. The phrasing of this policy implies that a 'non-significant' adverse environmental impact would be acceptable, and increased air transport at the airport could lead to negative effects in terms of climate change mitigation.

16.3.5 The plan has various policies which seek to reduce the level of emissions from buildings and development. **Policy 27** seeks carbon reduction through requiring residential development to achieve Code for Sustainable Homes Level 4 (achieving 'zero carbon' by 2016) in line with national standards which are progressively tightening, and commercial development BREEAM level 'Very Good' (Excellent in 2016). Development should also follow the 'energy hierarchy' by firstly reducing the need for energy in the building's design, secondly using energy more efficiently, and thirdly supplying energy from renewable sources.

16.3.6 To meet 'zero carbon' requirements by 2016 **Policy 28** requires 'Allowable Solutions' to supply energy and lead to no net residual emissions for new development. Where solutions cannot be provided on-site or nearby, money can be pooled to invest on agreed schemes listed on the Energy Efficiency and Renewable and Low Carbon Energy Infrastructure Projects List, and **Policies 13 and 85** state that planning obligations will be used towards infrastructure, including renewable energy. **Policy 30** encourages retrofitting of existing buildings to improve their environmental performance and as such should lead to a reduction overall in domestic emissions. This should lead to **significant positive effects** in terms of emissions as Cambridge is an historic city which has many older and energy-inefficient homes which will benefit from the policy. Permitted development rights apply to non-designated buildings (for example, replacing windows and internal insulation); whereas listed buildings and buildings of architectural merit (for example in Conservation Areas) will require planning permission where policies in the Plan will apply[45]. **Policy 63** allows in principle retrofitting of heritage assets, but it also explains when retrofitting would not be suitable.

16.3.7 **Policy 29** seeks to deliver renewable and low carbon energy schemes, subject to criteria; and **Policy 27** encourages connection to District Heating Networks (such as the one proposed at Addenbrooke's Hospital in **Policy 16**) and for new development to be 'future proofed' for potential future connection to the network, which could further lessen emissions through delivering low carbon heating. **Policy 57** requires new buildings to include design measures to reduce environmental impact, such as renewable energy systems, in an 'architecturally sensitive way'. This requirement could reduce the number of different technologies that could be employed, but is considered reasonable given the high architectural quality of the city. This requirement could be removed from the policy however as other design policies would still apply.

16.3.8 In terms of accounting for the lifetime carbon cost of development, **Policy 27** should lead to **significant positive effects** as it seeks to maximise resource efficiency through reusing materials from demolition and other waste streams, reducing emissions by reducing the need to quarry, extract or manufacture new materials.

16.3.9 Generally the policies are stringent but it is noted that the majority contain the caveat 'subject to viability' which means that, in practice, not all developments will conform to the policy. This could lead to negative effects in terms of emissions which cumulatively could lead to a more significant negative effect in terms of this objective. It is recommended that officers work closely and collaboratively with developers and applicants to ensure that the requirements of the policies in the plan are met as fully as possible in order to ensure that as few developments as possible come forward without the necessary design features and infrastructure. The 'viability' caveat increases uncertainty over the implementation of the plan policies concerning emissions and renewable energy; however it increases certainty for development to come forward and lead to social and economic benefits.

[45] See, for example, the Institute for Sustainability (2011) Managing Low Carbon Retrofit Projects [online] available at: http://bob.instituteforsustainability.org.uk/knowledgebank/retrofitguides/guide-5/Pages/Download.aspx (accessed 13/05/2013)

16.4 Conclusions and recommendations

16.4.1 Overall the plan would lead to **significant positive effects** in terms of the SA objectives: to reduce transport emissions by encouraging cycling and promoting infrastructure for zero emissions vehicles; reduce carbon emissions from all aspects of new developments and ensure development meets the highest standards in low carbon design; account for the whole life carbon cost of new development and transport infrastructure; and ensure greater deployment of energy efficiency and renewable energy technologies. The plan would require new development to incorporate a high level of emissions reductions and in due course lead to zero carbon development; whilst other policies would contribute to reducing the environmental impact of existing development too (through retrofitting). District Heating Networks are proposed to lead to low carbon heat supply.

16.4.2 The embodied energy of construction materials would be reused and recycled in new construction which would reduce emissions used in the mining and manufacturing of new construction materials. Transport improvements would shift priority from the car to increase use of the sustainable transport modes of walking, cycling and public transport, and development would be located in sustainable places that reduce the need to travel. In combination, all of these policies should lead to **significant positive effects** in terms of reducing emissions and increasing energy efficiency.

16.4.3 The following recommendations are made:

- Work closely with applicants to ensure that design features, mitigation and infrastructure is implemented as fully as possible, given viability constraints.

17 ECONOMY

17.1 Sustainability issues

- Maintain and capitalise on Cambridge's position as one of the UK's most competitive cities;
- Address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges;
- Capitalise on the value that language schools/specialist tutorial colleges contribute to the local economy, but balance this against the increased impact this may have on the housing market;
- Ensure provision of appropriate office space for small and growing high tech businesses and research sectors;
- Consider the need for high-tech headquarters and high-tech manufacturing;
- Consider whether and how to address the on-going loss of industrial floorspace;
- Encourage more sustainable growth of tourism which recognises the pressure it places on the City's transport infrastructure and accommodation need;
- Ensure the continued vitality and viability of the city centre and safeguard the diversity of independent shops in areas such as along Mill Road;
- Protect local shopping provision in district and local centres which provide for people's everyday needs; and
- Ensure adequate provision of convenience shopping in the north west of Cambridge.

17.2 Relevant plan policies

- *Section 2:* **Policy 2** Spatial Strategy for the location of employment development, **Policy 6** Hierarchy of centres and Retail Capacity, **Policy 7** The River Cam
- *Section 3:* **Policy 9** The City Centre, **Policy 10** Development in the City Centre Primary Shopping Area, , **Policy 11** Fitzroy/Burleigh Street/Grafton Area of Major Change, **Policy 13** Areas of Major Change and Opportunity Areas – general principles, **Policy 14** Northern Fringe East and land surrounding Cambridge Science Park Station, **Policy 12** Cambridge East, **Policy 15** South of Coldham's Lane, **Policy 16** Cambridge Biomedical Campus (including Addenbrooke's Hospital), **Policy 17** Southern Fringe, **Policy 18** West Cambridge, **Policy 19** NIAB 1, **Policy 20** Station Area West and Clifton Road Areas of Major Change, **Policy 21** Mitcham's Corner Opportunity Area, **Policy 22** Eastern Gate Opportunity Area, **Policy 23** Mill Road Opportunity Area, **Policy 24** Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area, **Policy 25** Old Press/Mill Lane Opportunity Area, **Policy 26** Site Specific Development Opportunities
- *Section 5*: **Policy 40** Development and Expansion of Business Space, **Policy 41** Protection of Business Space, **Policy 42** Connecting new developments to digital infrastructure, **Policy 43** University Faculty Development, **Policy 44** Specialist Colleges and Language Schools, **Policy 46** Development of Student Housing

- *Section 8*: **Policy 72** Development and change of use in district, local and neighbourhood centres, **Policy 77** Development and Expansion of Hotels, **Policy 78** Redevelopment or loss of hotels, **Policy 79** Visitor attractions
- *Section 9*: **Policy 80** Supporting Sustainable Access to Development, **Policy 81** Mitigating the Transport Impact of Development, **Policy 82** Parking Management, **Policy 83** Aviation Development, **Policy 84** Telecommunications
- *Section 10:* **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

17.3 Appraisal

17.3.1 The Scoping Report highlights four main economic sectors in Cambridge: higher and further education and the related research institutes; high-tech business; retail; and tourism.

17.3.2 **Policy 43** seeks to support University Faculty Development for the development or redevelopment of faculty, research and administrative sites for both the University of Cambridge and Anglia Ruskin University. The Universities are key drivers of economic growth in the sub region and this policy would allow the Universities to grow. **Policy 44** allows for the development of existing and new specialist schools subject to criteria regarding accommodation, social and welfare facilities for non-local students. **Policy 46** sets out the requirements for student housing that allows the Universities and specialist colleges to grow. Specialist colleges and language schools contribute £78m to the local economy and this policy allows them to grow and boost the local economy, whereas the previous Local Plan prevented the expansion of new language schools and specialist schools/tutorial colleges within Cambridge. As such, the plan would lead to **significant positive effects** in terms of economic growth at the Universities and specialist schools.

17.3.3 **Policy 2** sets the target for 12ha of employment land to be delivered over the plan period. Provision has been made for varied employment opportunities however with a particular focus on knowledge based industries and institutions, of which there will be a range of sites and sizes. **Policy 40** supports proposals that help reinforce the existing high technology and research cluster of Cambridge. Delivering such a quantum of employment land of varying sizes should lead to **significant positive effects** in terms of ensuring provision of appropriate office space for small and growing high tech businesses and research sectors and high tech headquarters, whilst also providing the potential for high tech manufacturing. The provision of employment land and support for the Universities (as described above) should capitalise upon Cambridge's reputation and maintain Cambridge's competitiveness in attracting investment and business.

17.3.4 **Policy 41** seeks to address the loss of industrial floorspace by affording greater protection to 'Protected Industrial Land' and by establishing a presumption against the loss of all other protected employment land. This should to lead to **significant positive effects** in terms of maintaining the supply of a range of industrial land for businesses that underpin the research and knowledge-based industries in Cambridge that are so important to the national, regional and local economy.

17.3.5 **Policy 6** sets out the capacity for 14,141m² of additional comparison retail floorspace to 2022. The policy is clear that this should be directed to centres in line with the sequential approach set out in the NPPF, and taking into account the hierarchy of centres[46]. The majority is to be delivered in the city centre (**Policies 9, 10 and 11**) but provision is also made for small scale retail at the Areas of Major Change and Opportunity Areas (**Policies 13-26**) in order to create mixed-use developments. **Policy 11** the Fitzroy / Burleigh Street / Grafton Area of Major Change is the primary focus for providing additional comparison retail in the City Centre, redeveloping and/or expanding the site for retail and leisure use with residential and student accommodation on the upper floors.

17.3.6 **Policy 23** seeks to support proposals to improve and refurbish shops and frontages along Mill Road in order to add to the vitality and viability of the street, protect and enhance its unique character, and develop arts and cultural facilities. Large units would be resisted in order to safeguard the independent nature of the shops in the area. **Policy 72** sets the policy for changes of use and development at district, local and neighbourhood centres, focussing development to the larger centres in line with the retail hierarchy. The level of retail development proposed and the hierarchical approach to retail development should protect the vitality and viability of the city centre and Mill Road into the future, leading to **significant positive effects**.

17.3.7 The Scoping Report highlights that tourism makes a significant contribution to the local economy; however the current Local Plan has a policy of 'managing rather than promoting' tourism. In order to promote the sustainable growth of tourism, policies allow for the development and expansion of high quality hotels in sustainable locations (**Policy 77**); prohibit the loss of hotels and accommodation along public transport corridors (unless no longer viable – **Policy 78**); and support proposals for new visitor attractions (**Policy 79**) providing that they complement the existing cultural heritage of the city and are limited in scale. **Policy 7** requires development proposals along the River Cam corridor to take account of and support as appropriate tourism and recreational facilities. These approaches should reduce strain on the public transport network and attractions by reducing the number of day trips and diversifying the tourist 'offer' of the city; although it is noted that this approach is aspirational and may result in a 'mini-break' culture through greater hotel accommodation provision. Other policies seek to preserve the character of Cambridge (a key attraction to tourists) and as such the plan should lead to **significant positive effects** in terms of promoting the sustainable growth of tourism.

[46]In Cambridge, the hierarchy is set out in Policy 6 and places the City Centre at the top of the hierarchy; then district centres; local centres; and finally neighbourhood centres.

17.3.8 In terms of addressing income and employment deprivation at Kings Hedges and Abbey Ward, the majority of development is focussed at the south, west and centre of Cambridge (rather than the north and east where Kings Hedges and Abbey Ward are located). Protected industrial land is generally in the north east 'quarter' of Cambridge which should preserve existing employment uses, which are generally lower-skilled and lower-paid, for residents of deprived areas at Kings Hedges and Abbey Ward. Of the Areas of Major Change, **Policy 14** could be beneficial to Kings Hedges and Abbey Ward as it proposes 5.26ha[47] of "high quality mixed use development, including employment uses such as B1, B2 and B8 uses as well as a range of supporting uses, commercial, retail and residential uses" which could lead to employment opportunities on-site and improved access to employment in other areas via the busway and rail station. Employment opportunities are likely to be of greater benefit to higher-qualified and skilled workers and less beneficial to residents of Kings Hedges and Abbey Ward due to the focus on research and high-tech sectors; although a mix of employment is envisaged including retail and other supporting sectors to the 'Cambridge Cluster' uses. Providing that King's Hedges and Abbey Ward are sufficiently connected to areas across the city they should be able to take advantage of the new job opportunities that the plan creates, which could lead to **significant positive effects** in terms of income and employment deprivation.

17.3.9 Several other policies set to be included in the Local Plan could have implications for the economy:

- **Policy 3** sets out the spatial strategy for the location of residential development. Delivery of 14,000 new dwellings over the plan period would provide new homes for employees, could help address housing affordability issues for businesses and could help attract businesses to the area, leading to positive effects in terms of competitiveness and the economy.
- **Policy 80** seeks to support development schemes that prioritise sustainable access to development by public transport, walking and cycling. This could lead to negative effects through reducing attractiveness to some businesses.
- **Policy 81** states that development will be permitted where the transport impact is shown to be acceptable in accordance with national and local policy tests.
- **Policy 82** sets the thresholds for parking spaces. This could lead to negative effects through reducing attractiveness to some businesses.
- **Policy 83** allows, in principle, development at the airport which could provide a competitive advantage to Cambridge.
- **Policy 84** development and installation of telecommunications equipment could keep Cambridge at the forefront of innovation and communications, providing a competitive advantage.
- **Policy 85** the costs of infrastructure provision could potentially discourage businesses from locating; however, there is no evidence to suggest that this will be the case given that other authorities will also be requiring contributions to infrastructure.

[47] CLP Proposals Schedule Draft

17.4 Conclusions and recommendations

17.4.1 The plan as appraised should lead to **significant positive effects** in terms of encouraging economic growth through capitalising on the four strengths of Cambridge's economy: higher and further education and the related research institutes; high-tech business; retail; and tourism. The plan proposes sustainable growth in all of these sectors and includes criteria to protect against negative or undesirable effects. Development in research and high-tech sectors should improve Cambridge's competiveness in terms of business, whilst retail growth and tourism development should increase the city's attractiveness to shoppers, visitors and tourists. Support for the Universities and specialist tutorial colleges/language schools would also increase their value in the local economy providing that suitable accommodation is provided.

17.4.2 Recommendations:

- Ensure that new employment areas have strong transport links to Kings Hedges and Abbey Ward areas so that residents of these income and employment deprived areas can take advantage of new employment opportunities elsewhere in the city. It is notable that no policy is directed specifically at addressing problems of deprivation in these areas, albeit it is recognised that Cambridge is a compact City and hence wherever employment is located it will be relatively easy to access by public transport or bike.

18 FLOOD RISK INCLUDING CLIMATE CHANGE ADAPTATION

18.1 Sustainability issues

- Account for the potential environmental, economic and social cost of flooding for all development proposals;
- Protect and enhance existing natural flood risk management infrastructure and ensure all development incorporates sustainable drainage systems to minimise surface water flood risk; and
- Ensure that new and existing communities are capable of adapting to climate change with consideration given to the role of green and blue infrastructure as well as the layout and massing of new developments.

18.2 Relevant plan policies

- *Section 3:* **Policy 13** Areas of Major Change and Opportunity Areas – general principles; **Policy 26** Site Specific Development Opportunities
- *Section 4*: **Policy 27** Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use, **Policy 31** Integrated Water Management and the Water Cycle, **Policy 32** Flood Risk
- *Section 7*: **Policy 52**, Protecting Garden Land and the Subdivision of Existing Dwelling Plots, Policy 59 Designing Landscape and the Public Realm, **Policy 60** Designing Landscape and the Public Realm, **Policy 63** Works to a heritage asset to address climate change, **Policy 66** Paving over front gardens, **Policy 67** Protection of Open Space, **Policy 68** Open Space and Recreation Provision Through New Development, **Policy 69** Protection of sites of local nature conservation importance, **Policy 71** Trees
- *Section 10:* **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

18.3 Appraisal

18.3.1 The Strategic Flood Risk Assessment identifies that the majority of the rivers and watercourses in Cambridge currently pose a flood risk and that this will be exacerbated in the future due to climate change. As such new development should not lead to further flood risk, and ideally should improve the existing and future situation for current and future residents.

18.3.2 **Policy 32** sets out the general policy regarding flood risk requiring development to be in line with the sequential test[48], and that proposals should reduce surface water runoff rates so that they are no greater than what would have been the case for a greenfield or undeveloped site. **Policy 26** requires proposed developments to make provision for any amelioration and mitigation needed to address issues of flooding. **Policy 32** also highlights the fact that new development has the potential to reduce flood risk elsewhere in the city. Preventing impermeable driveways (**Policy 66**) and protecting gardens from development (**Policy 53**) will also reduce runoff rates and increase infiltration, preventing increased flood risk.

[48] The sequential test is set out in the NPPF and directs development to areas that have the lowest risk of flooding.

18.3.3 **Policy 31** sets out the policy towards handling water and highlights the need for SuDS to reduce flood risk with developments required to integrate the principles of water sensitive urban design. When SuDS are combined with high quality landscaping they can deliver multi-functional green and blue infrastructure which can deliver a range of benefits. **Policy 26** requires the integration of proposed and existing sustainable drainage measures on site. **Policy 59** (criterion h) requires landscaping to incorporate trees, surface water management and microclimate into landscape and public realm schemes and also for planting to be climate resilient, which should contribute towards mitigating the urban heat island effect through providing vegetation which cools the environment through transpiration and providing shade. This effect should be added to by **Policy 31** which allows green roofs and **Policy 71** which protects mature trees.

18.3.4 **Policy 27** requires new development to provide a 'Sustainability Statement' as part of the Design and Access Statement, which seeks to influence designer/developer thinking in the scheme from the outset and ensure that new development is able to adapt to climate change. This should include sustainable design features and contribute towards water efficiency with a figure of 80 litres/head/day set for all new residential development. Sustainable design features such as passive solar design and passive ventilation can result in warmer buildings in winter and cooler buildings in summer respectively. Water efficiency measures should help adapt to reduced water availability, and conserving and reusing water would reduce water use in times of drought. **Policy 63** allows (in principle) works to a heritage asset in order to address climate change, which should help protect against risks that climate change may bring.

18.3.5 **Policies 13** and **85** require infrastructure to support development, including open space, recreation, green infrastructure, drains and flood defences. **Policy 26** requires the integration of proposed and existing sustainable drainage measures on site. Taken together these requirements should ensure the delivery of critical infrastructure which should help Cambridge to manage flood risk and adapt to the risks of climate change.

18.4 Conclusions and recommendations

18.4.1 Policies in the Local Plan do not allow for development to increase flood risk and they also seek to improve the baseline situation through infrastructure provision. Gardens and open spaces should be protected which will help protect against flood risk. SuDS schemes and multi-functional green and blue infrastructure should provide links and routes for species to migrate. 'Climate-proof' species and planting should ensure that landscaping is tolerant to heat and drought and also saturation. Protecting open space, trees, gardens and natural areas should help mitigate the urban heat island effect through encouraging transpiration, 'urban cooling' and providing shade.

18.4.2 Encouraging sustainable design techniques in order to capture solar gain during winter and provide natural ventilation and cooling in the summer should help protect against heat stress for people, particularly vulnerable people, older and younger people.

18.4.3 Measuring against the baseline situation, the plan should lead to **significant positive effects** in terms of climate change adaptation and flood risk by ensuring that new development is resilient to climate change and contributes towards reducing flood risk across the city.

18.4.4 No recommendations are made.

19 LANDSCAPE, TOWNSCAPE AND CULTURAL HERITAGE

19.1 Sustainability issues

- To ensure the protection and enhancement of the historic environment through appropriate design and scale of new development;
- To actively promote the character and distinctiveness of the Conservation Areas; and
- To ensure the scale of new development is sensitive to the existing key landmark buildings and low lying topography of the City.

19.2 Relevant plan policies

- *Section 2:* **Policy 1** The presumption in favour of sustainable development; **Policy 2** Spatial Strategy for the Location of Employment Development; **Policy 4** The Cambridge Green Belt; **Policy 7** The River Cam; **Policy 8** Setting of the City
- *Section 3:* **Policy 9** The City Centre; **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 16** Cambridge Biomedical Campus, including Addenbrooke's hospital; **Policy 17** Southern Fringe Areas of Major Change; **Policy 18** West Cambridge Area of Major Change; **Policy 25** Old Press/Mill Lane Opportunity Area; **Policy 26** Site Specific Proposals
- *Section 4:* **Policy 29** Renewable and Low Carbon Energy Generation; **Policy 31** Integrated water management and the water cycle; **Policy 34** Light Pollution Control
- *Section 6:* **Policy 49** Gypsies and Travellers
- *Section 7:* **Policy 55** Responding to Context; **Policy 56** Creating Successful Places; **Policy 57** Designing New Buildings; **Policy 58** Altering and Extending Existing Buildings; **Policy 59** Designing Landscape and the Public Realm; **Policy 60** Tall Buildings and the Skyline in Cambridge; **Policy 61** Conservation and Enhancement of Cambridge's Historic Environment; **Policy 62** Local Heritage Assets; **Policy 63** Works to a heritage asset to address climate change; **Policy 64** Shopfronts, Signage and Shop Security Measures; **Policy 65** Visual Pollution; **Policy 66** Paving over front gardens; **Policy 67** Protection of open space; **Policy 68** Open Space and Recreation Provision Through New Development
- *Section 8:* **Policy 79** Visitor Attractions

19.3 Appraisal

19.3.1 The Local Plan is likely to have implications for identified landscape, townscape and cultural heritage issues as any level of development has the potential to impact, both positively and negatively on the setting, character and townscape and landscape quality of an area.

19.3.2 Cambridge has a rich and varied townscape which contains a high concentration of historic assets. The varied character of Cambridge is evident in the large number of Conservation Areas that have been established to protect the distinctive character of different parts of the City. Cambridge has 868 Listed Buildings: 66 grade I, 52 grade II* and 750 grade II. Cambridge also has five Scheduled Ancient Monuments, 11 Historic Parks and Gardens and 11 Conservation Areas covering a total of 838 hectares. There are also in excess of 1,000 Buildings of Local Interest. Within the centre, the college grounds of Christ's, Clare, Emmanuel, King's, Queens', St John's, Trinity Hall and Trinity Colleges are all registered by English Heritage as being of 'special interest'.

19.3.3 A significant number of the policies are identified to have a potential impact on the landscape, townscape and cultural heritage sustainability objectives. The key policies that have the potential to lead to significant positive or adverse impacts are discussed below.

19.3.4 Area-wide policies such as **Policy 4** (The Cambridge Green Belt) seek to protect the Green Belt from development unless very special circumstances can justify it. This policy should prevent inappropriate development in the Green Belt, thereby helping to preserve the unique setting and special character of the city. Similarly **Policy 8** (Setting of the City) seeks to ensure that the area between the urban edge and the countryside is protected from inappropriate development. The policy will only allow planning permission to be granted for development proposals on the urban edge where it can demonstrate that it "responds to, conserves and enhances the landscape setting, approaches and special character of the city".

19.3.5 **Policy 7** (The River Cam) aims to ensure that the special character of the River Cam and its corridor is protected. Its requirement for the design of development proposals to "enhance views to and from the river" should help maintain the quality and distinctiveness of the Cam's landscape character.

19.3.6 Section 3 includes a number of policies (Policies 9, 13, 16 – 18, 25 and 26) that seek to protect and enhance the historic character of areas in the city that are expected to face major development change over the lifetime of the plan. **Policy 9** (City Centre) sets out a range of criteria that all development proposals within the City Centre boundary must comply with in order to gain planning permission. In particular it requires any new development or redevelopment to "preserve or enhance heritage assets and their setting, green spaces and the River Cam". It further states that a Supplementary Planning Document (SPD) will be produced in order to improve the public realm in the City Centre; a key focus of this will be to improve connections between the historic core and Fitzroy / Burleigh Street areas of the City Centre.

19.3.7 In particular, **Policy 13** sets out a number of design principles that it expects all development proposals (with the exception of minor development) on sites in Areas of Major Change and Opportunity Areas to follow, such as "development should develop a new, strong landscape framework which is guided by and incorporates existing and historic character and positive features".

19.3.8 **Policy 25** requires development proposals to preserve and enhance the special historic character and appearance of heritage assets, including the Conservation Area and listed buildings and their settings in the Old Press/Mill Lane Opportunity Area. This approach should lead to positive impacts in terms of requiring new development to promote the character and distinctiveness of the conservation area.

19.3.9 **Policy 26** sets out the criteria which the 'Site Specific Development Opportunities' will be subject to, which includes design considerations and following other policy requirements in the plan. Specific sites in the green belt (sites GB1 to GB4) are required to incorporate sensitive design including landscaping, buffers, and particularly at sites GB1 and 2 the retention of the country lane appearance and character of Worts' Causeway including its verges, hedgerows and bridleway. Any archaeological remains should also remain preserved in situ. Such requirements should ensure that any potential landscape or archaeological heritage impacts are mitigated.

19.3.10 All of the policies in Section 7 **(Policies 55 – 71)** seek to ensure that the character of Cambridge is protected and enhanced. In particular, **Policy 55** (Responding to Context) requires proposals to "identify and respond positively to existing features of natural, historic or local importance on and close to proposed development sites", as well as "use appropriate local characteristics to help inform the use, siting, massing, scale, form, materials and landscape design". In doing so this policy should ensure that the character and distinctiveness of Cambridge's Conservation Areas is both protected and enhanced and in doing so should positively contribute to the sustainability objective.

19.3.11 **Policy 56** (Creating Successful Places) seeks to ensure that development positively enhances the townscape by creating "attractive and appropriately scaled built frontages" and by using "materials, finishes and street furniture suitable to the location and context". Similarly, **Policy 57** (Designing New Buildings) requires new developments to "have a positive impact on their setting in terms of location on the site, height, scale and form, materials and detailing, ground floor activity, wider townscape and landscape impacts and available views". Both policies should help ensure that Cambridge's historic environment is protected and enhanced. **Policy 58** sets out the requirements for proposals involving the alteration and extension to existing buildings and will ensure that such proposals are only granted planning permission where they can demonstrate that they will not adversely affect the character and appearance of listed buildings or appearance of Conservation Areas and local heritage assets.

19.3.12 **Policy 60** (Tall Buildings and the Skyline in Cambridge) aims to protect Cambridge's distinct and world-renowned skyline by requiring any development proposals for tall buildings (i.e. proposals for developments that will be significantly taller than the buildings that surround them and/or exceed 19m within the historic core) to demonstrate how they have taken account of the prevailing context and more distant views to enhance the skyline. Policy 60 has current precedent within the current 2006 Cambridge Local Plan, specifically Policy 3/13 (Tall Buildings and the Skyline). It is also notable that an abbreviated version of the Council's document *'Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan'* (2006) will be included in the appendix to the plan to provide a more detailed explanation and methodology for the application of Policy 60. The inclusion of this policy / guidance will help to contribute to the sustainability objective of ensuring that the scale of new development is sensitive to the existing key landmark buildings and low lying topography of the City.

19.3.13 **Policy 61** (Conservation and Enhancement of Cambridge's Historic Environment) specifically seeks to conserve and enhance Cambridge's historic environment. The policy requires development proposals in a Conservation Area to retain buildings and spaces whose loss would cause harm to the character of the Conservation Area; and for developments to contribute to the local distinctiveness, built form and scale of heritage assets. Similarly, **Policy 62** sets out a general presumption in favour of the retention of local heritage assets. The requirements of these policies should have positive impacts on the townscape sustainability objectives by helping to ensure that Cambridge's distinct historic environment is protected and enhanced throughout the duration of the plan period.

19.3.14 **Policy 65** (Visual Pollution) sets out the policy regarding fixed and mobile advertising, street furniture, signage, telecommunications cabinets and other items on the street that may constitute visual pollution in the public realm. When subject to regulatory approval, such items would only be permitted where they would have no adverse impact on the character and setting of the area; they do not impede pedestrian or vehicular movement; they have a clear purpose and avoid street clutter; and their design is in-keeping with their setting. Such criteria should help preserve the special character of the city and lead to positive effects in terms of townscape and built heritage.

19.3.15 It is also worth noting that the following policies included in the Local Plan are also likely to have implications for landscape, townscape and cultural heritage objectives, albeit to a lesser extent:

- **Policy 1** *The presumption in favour of sustainable development*
- **Policy 2** *Spatial Strategy for the Location of Employment Development*
- **Policy 31** *Integrated water management and the water*
- **Policy 34** *Light Pollution Control*
- **Policy 49** *Gypsies and Travellers*
- **Policy 59** *Designing Landscape and the Public Realm*
- **Policy 63** *Works to a heritage asset to address climate change*
- **Policy 64** *Shopfronts, Signage and Shop Security Measures*
- **Policy 66** *Paving over front gardens*
- **Policy 67** *Protection of open space*
- **Policy 68** *Open Space and Recreation Provision Through New Development*

19.4 Conclusions and recommendations

19.4.1 In spite of the scale of new development proposed, taken as a whole the policies presented in the Local Plan are expected to result in positive effects in terms of the landscape, townscape and cultural heritage objectives. The plan contains a number of policies, particularly those in Section 7 (Protecting and Enhancing the Character of Cambridge) that should continue to provide a good level of protection to the designated Conservation Areas, Listed Buildings and heritage assets in Cambridge. Many of the policies presented in Section 3 (City Centre, Areas of Major Change, Opportunity Areas and Site Specific Proposals) include criteria that will ensure development is only supported where it can demonstrate that it will protect and enhance the character of specific areas in the city. In addition, the plan's policy on restricting development from the Green Belt except in very special circumstances (Policy 4), should help to preserve the setting and special character of Cambridge's historic centre.

19.4.2 No recommendations are made.

20 TRANSPORT

20.1 Sustainability issues

- To build on the high modal share of cycling in the city centre and encourage cycling for journeys over one mile;
- To reduce the use of the private car and ensure greater access to frequent public transport; and
- To capitalise on the opportunity of new development to discourage private car use and promote the use of more sustainable forms of transport.

20.2 Relevant plan policies

- *Section 2: The Spatial Strategy for Cambridge to 2031* - **Policy 1** The presumption in favour of sustainable development; **Policy 2** Spatial Strategy for the Location of Employment Development; **Policy 3** Spatial Strategy for the Location of Residential Development; **Policy 4** The Cambridge Green Belt; **Policy 5** Strategic Transport Infrastructure; **Policy 6** Hierarchy of Centres and Retail Capacity
- *Section 3: City Centre, Areas of Major Change, Opportunity Areas and Site Specific Proposals* – **Policy 9** The City Centre; **Policy 11** Fitzroy/Burleigh Street/Grafton Area of Major Change; **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 14** Northern Fringe East and land surrounding Cambridge Science Park Station; **Policy 15** South of Coldham's Lane; **Policy 16** Cambridge Biomedical Campus, including Addenbrooke's hospital; **Policy 17** Southern Fringe Areas of Major Change; **Policy 18** West Cambridge Area of Major Change; **Policy 19** NIAB 1 Area of Major Change; **Policy 20** Station Area West and Clifton Road Areas of Major Change; **Policy 21** Mitcham's Corner Opportunity Area; **Policy 22** Eastern Gate Opportunity Area; **Policy 23** Mill Road Opportunity Area; **Policy 24** Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area; **Policy 25** Old Press/Mill Lane Opportunity Area; **Policy 26** Site Specific Development Opportunities
- *Section 4: Responding to Climate Change and Managing Resources* - **Policy 27** Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use
- *Section 5*: University Faculty Development - **Policy 43** University Faculty Development
- *Section 6: Maintaining a balanced supply of housing* – **Policy 46** Development of Student Housing; **Policy 47** Specialist Housing; **Policy 49** Gypsies and Travellers
- *Section 7: Protecting and Enhancing the Character of Cambridge* – **Policy 56** Creating Successful Places; **Policy 57** Designing New Buildings
- *Section 8: Services and local facilities* - **Policy 77** Development and Expansion Of Hotels; **Policy 79** Visitor Attractions
- *Section 9: Providing the Infrastructure to Support Development* - **Policy 80** Supporting Sustainable Access to Development; **Policy 81** Mitigating the Transport Impact of Development; **Policy 83** Parking Management; **Policy 83** Aviation Development

- *Section 10: Delivery* – **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

20.3 Appraisal

20.3.1 The Local Plan is likely to have implications for the identified transport issues as all new development has the potential to impact on existing transport infrastructure.

20.3.2 Cycling levels within Cambridge are amongst the highest in Europe. A large proportion of those that work and live in Cambridge cycle (36%) or walk (19%) to work regularly. However, pressure on the transport network (already acknowledged to be 'seriously constrained' in many areas) is expected to increase as a result of planned growth.

20.3.3 **Policy 3** sets out the overall development strategy for the location of residential development and seeks to focus the majority of new development in and around the urban area of Cambridge. Concentrating new development within the urban area where there are already well established local centres offering a wide range of existing facilities should help to maximize the number of residents accessing services and facilities locally, thereby reducing the requirement for/frequency of longer distance journeys being made and should help to reduce the use of the private car.

20.3.4 **Policy 80** (Supporting Sustainable Access to Development) is the main policy regarding transport and accessibility in the City and identifies the key transport-related elements that development proposals must demonstrate in order to be supported in planning terms. The policy requires new developments to prioritise access by sustainable modes of travel (walking, cycling and public transport) over car use which should contribute to positive sustainability outcomes. It also requires major development on the edge of Cambridge and in the urban extensions to be supported by high quality public transport links that are within highly walkable and cyclable travel distance of development. Requiring high quality public transport provision to be integrated with new development on the edge of Cambridge should lead to positive outcomes by increasing the use of public transport in these areas and minimising residents' use of private cars for travelling into Cambridge.

20.3.5 **Policy 82** (Parking Management) sets out the maximum levels of parking provision for cars and the minimum levels of parking provision for bicycles that the Council requires for residential and non-residential development across the city. The policy places a restriction on car parking spaces yet is flexibly worded in that it allows for levels to be reduced where lower car use can reasonably be expected. The relatively high cycling space requirements, coupled with the restrictions on car parking spaces, are likely to make parking/storage of bicycles at new developments across Cambridge easier and should help reduce the use of the private car thus further increasing the use of sustainable modes of travel, particularly cycling, in the city and reducing pressure on the transport network. **Policy 46** (Development of Student Housing) should further support this approach as it only allows new student housing in locations that are well served by sustainable transport modes; and subject to the condition that appropriate management arrangements are in place to ensure students do not keep cars in Cambridge.

20.3.6 **Policy 5** (Strategic Transport Infrastructure) requires development proposals to be consistent with and contribute to the implementation of the Transport Strategies and priorities set out in the Cambridgeshire Local Transport Plan (LTP) and the Transport Strategy for Cambridge and South Cambridgeshire. The policy places an emphasis on securing a modal shift and increasing the use of more sustainable forms of transport, requiring developers to work with Cambridge City and Cambridgeshire County Councils to achieve the objectives and implement the Cambridge specific proposals in the LTP, including the implementation of transport schemes that will improve linkages across the region. This should help to ensure that new developments capitalise on opportunities identified in the LTP and in doing so help increase provision and use of more sustainable transport modes across Cambridge.

20.3.7 **Policy 81** (Mitigating the Transport Impact of Development) requires development schemes to make reasonable and proportionate financial contributions/mitigation measures where necessary to make the transport network impact of development acceptable. The policy could be strengthened / reworded to make it clearer what type of infrastructure the financial contributions would be used for (i.e. to clarify whether this would include sustainable transport infrastructure to create a virtuous circle).

20.3.8 **Policy 56** (Creating Successful Places) requires development proposals to demonstrate a range of criteria in order to result in well-designed development. The policy requires proposals to create streets which respond to their role and function whilst not allowing vehicular traffic to dominate however, as it is currently worded, the policy does not include any criteria relating to the need to provide access to sustainable modes of transport. The policy wording could better contribute to positive sustainability outcomes by emphasising the need for proposals to be accessible by foot / bicycle paths and public transport.

20.3.9 The policies in **Section 3** seek to manage change in key areas of the city and on specific sites where new development is expected to come forward during the plan period, in doing so the policies present a range of criteria which state what development proposals are expected to do in order to gain planning permission. The majority of these policies include requirements for development proposals to promote/provide access by sustainable modes of transport (i.e. by making provision for walking and cycling and making improvements for pedestrians and cyclists such as through the creation of new pedestrian and cycle routes and the inclusion of managed cycle parking facilities etc.) which should help contribute to discouraging private car use and the use of sustainable modes of transport in the city. **Policy 20** (Station Area West and Clifton Road Areas of Major Change) seek to regenerate the area around the train station into a vibrant, mixed-use development centred around an accessible, high quality and improved transport interchange. This policy should help to promote the use of more sustainable forms of transport at this location therefore having significant positive contributions to the transport objectives.

20.3.10 In addition, **Policy 26** (Site Specific Development Opportunities) requires new development at these sites to have 'satisfactory access and other infrastructure provision'. Specific sites GB1 and GB2 in the Green Belt are subject to additional requirements including the retention of Wort's Causeway as a bus-only route during peak periods; a green link to the Green Belt for pedestrians, horse riders and cyclists; and the provision of a single access and crossover onto Babraham Road – all of which should help reduce car use and promote sustainable transport.

20.4 Conclusions and recommendations

20.4.1 Overall the policies in the Plan are expected to have positive outcomes for the transport objectives. In particular the overall development strategy for the location of residential development seeks to ensure that new residential development is located in and around the urban area of Cambridge which should capitalise on the opportunity for new residential development to discourage private car use and encourage more sustainable modes of transport. **Policy 80** requires new development to prioritise access by sustainable modes of travel (walking, cycling and public transport) over car use which should also contribute to positive sustainability outcomes. In addition it requires major development on the edge of Cambridge and in the urban extensions to be supported by high quality public transport links that are within (or will be made to be within) highly walkable and cyclable travel distance of development thus helping to promote the use of more sustainable forms of transport. Given the constrained nature of Cambridge's transport network the Plan seeks to make the best use of existing infrastructure by promoting a compact urban form; achieving a modal shift to sustainable transport and reducing the need to travel; all of which should to address historic rises in transport emissions.

20.4.2 The following recommendations are made:

- **Policy 81** (Mitigating the Transport Impact of Development) could be strengthened and reworded to make it clearer what type of infrastructure the financial contributions would be used for. This policy would better support the transport objectives if these contributions were to be directed towards sustainable transport infrastructure.
- **Policy 56** (Creating Successful Places) could be reworded to emphasise the need for proposals to be accessible by sustainable modes of transport such as through the inclusion of foot / cycle paths and public transport.

21 BIODIVERSITY

21.1 Sustainability issues

- Maintain and build on the success of positive conservation management on local wildlife sites and SSSIs;
- Maintain and improve connectivity between existing green infrastructure in order to provide improved habitats for biodiversity and ensure no further fragmentation of key habitats as a result of new or infill development;
- Capitalise on the opportunity for green infrastructure to help Cambridge adapt to the threats posed by climate change (particularly flooding), and to improve water quality;
- Ensure new development does not impact on biodiversity including no further loss of biodiversity rich farmland to development; and
- Improve the water quality of Cambridge's water courses in line with the Water Framework Directive requirements.

21.2 Relevant plan policies

- *Section 2:* **Policy 2** Spatial Strategy for the Location of Employment Development; **Policy 3** Spatial Strategy for the Location of Residential Development; **Policy 4** The Cambridge Green Belt; **Policy 7** The River Cam; **Policy 8** Setting of the City
- *Section 3:* **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 14** Northern Fringe East and land surrounding Cambridge Science Park Station; **Policy 15** South of Coldham's Lane; **Policy 16** Cambridge Biomedical Campus, including Addenbrooke's hospital; **Policy 17** Southern Fringe Areas of Major Change; **Policy 17** Southern Fringe Areas of Major Change; **Policy 19** NIAB 1 Area of Major Change; **Policy 20** Station Area West and Clifton Road Areas of Major Change; **Policy 25** Old Press/Mill Lane Opportunity Area
- *Section 4:* **Policy 27** Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use; **Policy 29** Renewable and Low Carbon Energy Generation; **Policy 31** Integrated water management and the water cycle; **Policy 34** Light Pollution Control; **Policy 35**: Protection of Human Health From Noise and Vibration
- *Section 6:* **Policy 52** Protecting Garden Land and the Subdivision of Existing Dwelling Plots; **Policy 54**: Residential Moorings
- *Section 7:* **Policy 55** Responding to Context; **Policy 56** Creating Successful Places; **Policy 57** Designing New Buildings; **Policy 59** Designing Landscape and the Public Realm; **Policy 66** Paving over front gardens; **Policy 67:** Protection of open space; **Policy 68:** Open Space and Recreation Provision Through New Development; **Policy 69** Protection of sites of local nature conservation importance; **Policy 70** Protection of Priority Species and habitats; **Policy 71** Trees
- *Section 10: Delivery* – **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

21.3 Appraisal

21.3.1 Cambridge is home to a range of different habitats, which support many different species. A number of these habitats and species are protected through their designation as part of a network of SSSIs and Local Wildlife Sites (City and County). Cambridge's biodiversity is not restricted to these protected areas. The large areas of farmland surrounding the city, particularly to the east and west, support a number of key species, including farmland birds. Meanwhile, Cambridge's green infrastructure provides vital links across the landscape for biodiversity, including the key corridor provided by the River Cam.

21.3.2 The policies set out in the Local Plan are likely to have implications for the area's biodiversity assets given the potential for direct loss of habitat and loss of landscape connectivity that can occur as a result of development. In addition the indirect impacts of new development may have adverse effects on biodiversity; for example as a result of pollution, or due to disturbance linked to increased population levels.

21.3.3 A number of the policies set out in the Local Plan seek to guide development to the most appropriate locations within the City. **Policies 2 and 40** seek to direct employment-related development to the city centre and other key employment areas, which may have help to minimise effects on biodiversity. This approach could potentially be further strengthened by following the approach of Policy 3 which makes clear the need for development to make best use of previously developed land. However, it would also be important to take into account the fact that brownfield sites will often be of greater biodiversity importance than greenfield (Green Belt) sites. In light of this fact, it is also important to draw attention to Policy 4, which focuses on protecting the Green Belt.

21.3.4 The spatial strategy for Cambridge includes **Policy 8**, which looks to support development that conserves or enhances biodiversity in the wider landscape, including green corridors, and which brings about landscape improvements. As such, it is predicted that this policy will result in positive effects for biodiversity. Nonetheless, this Policy could potentially be strengthened by ensuring that impacts of development on the ecological network of Cambridge as a whole are considered. This could involve criteria emphasising the need to protect and provide green linkages between areas of wildlife value (both designated and non-designated); plus which call on developers to recognise the potential multiple benefits of strategic green infrastructure provision. Alternatively, a standalone green infrastructure policy would add weight to these landscape scale considerations.

21.3.5 **Policy 13** sets out general principles for the areas of major change and opportunity areas. It notes that development should seek to protect open spaces and calls for the undertaking of strategic landscaping, which could potentially result in positive effects in terms of biodiversity. However, the Policy could be strengthened by making clearer the need to consider the role of such spaces and landscaping in the wider green infrastructure network of the City in order to maximise gains for biodiversity. Green infrastructure could also be listed under the 'infrastructure being sought' section of the Policy, particularly given the multi-functional nature of such spaces[49]; for example supporting leisure opportunities in addition to biodiversity. Similar improvement could be made to **Policy 57** in terms of its reference to improving the public realm, open space and landscaped areas.

[49] This would also help to deliver the Cambridgeshire Green Infrastructure Strategy

21.3.6 Policies focused on 'green infrastructure' should lead to biodiversity benefits. These include **Policy 16** (landscaping & buffer areas); **Policy 17** and **Policy 19** (open space and recreation including allotments); **Policy 20** (open green spaces in the Station West area); and **Policy 25** (the creation and enhancement of areas of public open space). These policies could potentially be improved by making explicit the need to consider such spaces as a part of a wider green infrastructure network across the City.

21.3.7 An increased emphasis on the provision of green infrastructure in the above policies would be supported through **Policy 85** which notes that planning obligations and/or a future CIL could be required in order to deliver green infrastructure. The securing of finance to create and enhance green infrastructure has the potential to generate **significant positive effects** in terms of Cambridge's biodiversity.

21.3.8 The Local Plan also calls for development activities to consider how buildings themselves can support biodiversity in the built environment through **Policy 57**, which is likely to lead to positive effects for biodiversity. The supporting text to the policy could perhaps go further in terms of offering examples of how this could be achieved (it is assumed that green roofs may be encouraged in practice). It is notable that **Policy 68**, which focuses on the provision of open space in residential proposals, does not currently encourage consideration of the biodiversity value of such spaces, or their integration in the wider green infrastructure network.

21.3.9 Opportunities for development to integrate the principles of sustainable design and construction is the focus of **Policy 27**, with the supporting text noting that climate adaptation can include the use of include green roofs and enhanced tree canopies. Such emphasis may help to support biodiversity as a co-benefit of adaptation. In a similar manner, positive effects are predicted as a result of **Policy 59**. This policy focuses on landscape and the public realm and calls for species to be selected to enhance biodiversity through native planting, or the planting of species capable of adapting to the changing climate.

21.3.10 The potential impacts of development on biodiversity are the focus of several policies in the Local Plan. For instance, **Policy 34** notes that development proposals with external lighting, or that involve changes to existing external lighting, will be permitted only when impacts on wildlife are minimised, likely minimising negative effects. In contrast, **Policy 35** represents a missed opportunity to highlight the impacts that excess noise and vibration can have on wildlife in addition to human health.

21.3.11 Another missed opportunity can be found in **Policy 52** which, despite highlighting the importance of gardens as semi-natural habitat for local wildlife in its supporting text, does not mention the need to protect such features of wildlife importance in the Policy itself. Improvements to this policy could secure positive effects, as is the case with **Policy 66** which notes that proposals for the paving over of front gardens will only be permitted where they will not result in a net loss of biodiversity.

21.3.12 The approach set out in **Policy 67** looks to ensure that development proposals do not harm the character, or lead to the loss of, open space of environmental value, which should lead to positive effect in terms of biodiversity. This policy could however be strengthened by noting that, where it is necessary to re-provide open space of environmental value in an alternative location, that such relocations should be made with consideration to the green infrastructure network of the City as a whole (in addition to factors currently considered by the Policy, such as walking distance).

21.3.13 The protection of designated areas is the focus of **Policy 69** which sets out criteria for the protection of designated sites of local nature conservation importance; these criteria will allow development only if it does not lead to an adverse effect or loss (whole or part) of a Local Nature Reserve, or, where appropriate, that suitable levels of mitigation are achieved. Such protection of the City's most important wildlife sites should result in positive effects. However, as is the case with **Policy 67**, this policy could be strengthened by making clear that, where required, replacement habitat should be provided in a suitable location within the Cambridge green infrastructure network in order to ensure that ecological connectivity is maintained or enhanced.

21.3.14 **Policy 70** also sets out to protect the Cambridge's key biodiversity assets, noting that if significant harm to the population or conservation status of a protected species, priority species or priority habitat resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated, then planning permission will be refused. As such this is likely to lead to positive effects in terms of biodiversity

21.3.15 The protection of the City's designated biodiversity is also incorporated into policies relating to the Local Plan's Local Plan's City Centre, Areas of Major Change, Opportunity Areas, and site specific proposals. Specifically, **Policy 14** takes into account the existing Local Nature Reserve at Bramblefield, and calls for the provision of appropriate ecological mitigation measures, either on, or off-site, if necessary. Also resulting in positive effects is **Policy 15**, which calls for development South of Coldham's Lane to recognise existing sites of local nature conservation importance within and surrounding the site, and where development is proposed, calls for appropriate ecological mitigation measures. **Policy 26** requires biodiversity enhancement, creation of ecological corridors, the retention of hedgerows and, specifically at site GB1 (land north of Wort's Causeway), the policy requires buffer areas at Netherhall Farm Meadow County Wildlife Site to protect and enhance the meadow, and the retention of safe relocation of bat roosts.

21.3.16 The spatial strategy for Cambridge notes the importance of the River Cam as a green corridor through the City and sets out criteria to enhance the natural resources and adjacent natural spaces of the river through **Policy 7**, which is likely to lead to positive effects. The water environment is also the focus of **Policy 31**, which notes that development adjacent to a water body should actively seek to enhance it, including in terms of its biodiversity potential. This Policy also calls for any flat roof to be a green or brown roof, potentially boosting biodiversity. Protection for the water environment is also supported by **Policy 54**, which seeks to ensure that residential moorings have no significant negative effect on the ecological value of the River Cam.

21.3.17 Several other policies set to be included in the Local Plan could have implications for biodiversity:

- **Policy 29** calls for the adverse environmental effects of renewable and low carbon energy developments to be considered, potentially minimising negative effects for biodiversity.
- **Policy 55** calls for consideration of the wider context in which development will occur, including natural features, potentially minimising negative effects for biodiversity.
- **Policy 71** is likely to result in positive effects as it calls for the protection of trees of value, whilst noting that particular consideration should be given to veteran or ancient trees in order to preserve their ecological value.

21.4 Conclusions and recommendations

21.4.1 Taken together, the policies set out in the Local Plan are likely to result in no net loss of biodiversity despite the scale of new development proposed and could lead to positive effects; with significant positive effects in terms of green infrastructure. Of importance is the Plan's focus on directing development into urban areas and brownfield sites, protecting biodiversity in the wider landscape and designated areas, and encouraging and protecting biodiversity in the built environment. The effect of the policies could be strengthened in some ways; in particular by bringing a greater focus on wider ecological network of the City, including highlighting the potential for achieving multiple benefits through the provision of strategic green infrastructure.

21.4.2 The following recommendations are made:

Encourage additional focus on prioritising brownfield development

- Increased consideration of the role that new or existing green space can play as part of the wider ecological network of the city, including as green infrastructure (promoting the Cambridgeshire Green Infrastructure Strategy)
- Highlight the need to consider the impacts of noise on wildlife in addition to human health
- Encourage consideration of the wildlife value of gardens
- Ensure that replacement green space is positioned with reference to the City's wider green infrastructure network in order to maximise benefits

22 WATER

22.1 Sustainability issues

- Ensure developments implement the highest standards of water efficiency and place no additional pressure on water scarcity in the region;
- Improve the water quality of Cambridge's water courses in line with the Water Framework Directive requirements; and
- Ensure new development takes sewerage infrastructure into account.

22.2 Relevant plan policies:

- *Section 2:* **Policy 2** Spatial Strategy for the Location of Employment Development; **Policy 3** Spatial Strategy for the Location of Residential Development; **Policy 6** Hierarchy of Centres and Retail Capacity; **Policy 7** The River Cam
- *Section 3:***Policy 16** Cambridge Biomedical Campus, including Addenbrooke's hospital
- *Section 4:* **Policy 27** Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use; **Policy 31** Integrated water management and the water cycle; **Policy 32** Flood Risk
- *Section 6:* **Policy 54**: Residential Moorings
- *Section 7:* **Policy 57** Designing New Buildings

22.3 Appraisal

22.3.1 Cambridge is an area of severe water stress. Adding to this strain on supplies is the higher average per capita use of water in the City (131 litres per person per day in comparison to the national target[50] of 80 litres per person day), which is above recommended levels although it is noted that the Cambridge average is lower than the national average of water use (150 litres/head/day). In future, under a business as usual scenario, new housing in the City could raise demand for water by over a third. Such demand, plus the wider impacts of development on the water environment, may also lead to declines in the quality of the water in Cambridge. As such, the policies set out in the Local Plan have a key role to play in securing the water supply and environment of the City in future years.

22.3.2 The spatial strategy set out in the Local Plan includes polices dictating the amount of development to be expected in the City to 2031. **Policy 2** notes that an additional 12 hectares of employment land are to be brought into use over the Plan period, with **Policy 3** meanwhile requiring the delivery of 14,000 additional dwellings. This level of development may place additional strain on the quality and availability of the City's water resources, both through direct impacts (through abstraction) and indirect impacts (such as pollution).

[50] Set by the Environment Agency

22.3.3 The scale of development proposed, the vulnerability of Cambridge to water stress, and the importance of achieving and maintaining a good quality water environment in the City make the criteria set out in **Policy 27** of particular importance. This Policy notes that all development should make use of available opportunities to integrate the principles of sustainable design and construction into the design of proposals. Specifically, in order to prevent exacerbating Cambridge's severe water stress, the Policy calls for new homes to achieve consumption levels of 80 litres per capita per day; a level which would be in line with recommended levels of use. In addition, water efficiency in new non-residential development will be required to increase by over half against baseline performance in order to achieve the BREEAM standards outlined. As a result of these criteria **significant positive effects** are predicted. Nonetheless, it is notable that the Policy allows for these minimum standards to be bypassed if efficiency measures are not economically or technically viable and so the effectiveness of this Policy in addressing water related issues is somewhat dependent on how this proviso is applied. Given that these standards are the minimum to be required and the extent of the area's water stress, it is suggested that this condition should be removed. It is noted that the option of calling for 'water neutrality'[51] has been previously considered and discounted (see discussion in Part 2).

22.3.4 Another key element of the Local Plan in terms of addressing Cambridge's water issues in the context of development growth is **Policy 31**. The approach set out in this Policy calls for water to be re-used where practicable, offsetting potable water demand and that a water sensitive approach is taken to the design of the development. In addition to these supply and demand focused considerations, the Policy supports improvements in water quality through its requirement that development adjacent to a water body actively seeks to enhance the water body in terms of its hydromorphology and biodiversity potential.

22.3.5 The protection of the City's water bodies is also supported through the approach outlined in **Policy 7** (the River Cam) and **Policy 31** (Integrated Water Management and the Water Cycle). These call for. development to where possible raise the quality of the river, enhance its natural resources, and where possible bring about re-naturalisation, and so should result in positive effects. Protection for the water environment is also supported by **Policy 54**. This Policy focuses on residential moorings and looks to ensure that such moorings have no significant negative effect on the ecological value of the River Cam.

22.3.6 The approach set out in **Policy 32**, which focuses on flood risk, requires that all foul and surface water flows from new development are discharged to locations that have the capacity to receive them. There is however the potential for such discharges to result in the pollution of watercourses, with negative implications for water quality. This Policy could therefore be strengthened by referencing the potential for pollution from run-off can be minimised through SuDS design (given that SuDS can reduce pollution by trapping and breaking down pollutants before they enter the watercourse). However, it is noted that the integration of SUDs into the design of all new development is an integral element of Policy 31.

[51] A water neutrality strategy involves a range of measures designed to offset the predicted increase in water that would result from a new development in a business-as-usual scenario. This predicted increase is limited by implementing water efficiency measures for the new buildings. The remaining increase is then be offset by reducing water use in existing buildings. (Source: Environment Agency Briefing Notes [online] available at: http://www.environment-agency.gov.uk/static/documents/Research/Water_Neutrality_definition_.pdf)

22.3.7 Several other policies set to be included in the Local Plan could have implications for water:

- **Policy 16** notes that the existing watercourse in the Cambridge Biomedical Campus area is to be retained and integrated by new development, with likely positive effects.
- **Policy 57** is likely to have positive implications as it calls for design measures to reduce the environmental impact of new buildings.

22.4 Conclusions and recommendations

22.4.1 Given that Cambridge is poised to see large amounts of growth, particularly in terms of residential development, it is important that the Plan pays close regard to preserving water supply and quality in the City. On the whole, it is successful in this regard, incorporating strong requirements on new development to incorporate water efficiency measures and to adopt a water sensitive approach; plus where possible protect or improve the quality of Cambridge's water courses. The approach outlined could however be strengthened through the removal of the technical and economic viability considerations that are currently attached to the Plan's minimum water efficiency targets and the pursuit of water neutrality wherever possible.

22.4.2 The following recommendations are made:

- Strengthen the call for increased water efficiency in new development by removing the conditions relating to technical and economic viability
- Encourage flood risk management in new development to take into account the role SuDS can play in reducing the pollution of watercourses

23 COMMUNITY & WELLBEING

23.1 Sustainability issues

- Arrest the trend in increased deprivation particularly within wards to the north and east of Cambridge;
- Improve the health and well-being of Cambridge residents and reduce inequalities in health particularly in the north and east of Cambridge;
- Reduce inequalities in the educational achievement level of economically active adults and develop the opportunities for everyone to acquire the skills needed to find and remain in work;
- Capitalise on the ethnic diversity of the city and its contribution to vibrant and inclusive communities;
- Protect and enhance community, leisure and open space provision, particularly in wards anticipated to experience significant population growth including Trumpington, Castle and Abbey;
- Ensure the timely provision of primary and secondary education in the locations where it is needed;
- Increase delivery of affordable
- and intermediate housing, in particular one and two bedroom homes;
- Ensure that the design and size of new homes meet the needs of the existing and future population, including the elderly, disabled people and those in poor health; and
- Improve air quality in and around the Cambridge city centre AQMA and along routes to the City including the A14.

23.2 Relevant plan policies

- *Section 2:* **Policy 3** Spatial Strategy for the Location of Residential Development; **Policy 5** Strategic Transport Infrastructure; **Policy 7** The River Cam; **Policy 8** Setting of the City
- *Section 3:* **Policy 9** The City Centre; **Policy 10** Development in the City Centre Primary Shopping Area; **Policy 11** Fitzroy / Burleigh Street/Grafton Area of Major Change; **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 12** Cambridge East; **Policy 15** South of Coldham's Lane; **Policy 16** Cambridge Biomedical Campus and Addenbrooke's Hospital; **Policy 17** Southern Fringe and Areas of Major Change; **Policy 18** (West Cambridge Area of Major Change); **Policy 19** NIAB 1 Area of Major Change; **Policy 20** Station Area West and Clifton Road Areas of Major Change; **Policy 21** Mitcham's Corner Opportunity Area; **Policy 23**: Mill Road Opportunity Area; **Policy 26** Site Specific Development Opportunities
- *Section 4:* **Policy 27**: Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use ; **Policy 29** Renewable and Low Carbon Energy Generation; **Policy 30** Energy Efficiency Improvements in Existing Dwellings; **Policy 33** Contaminated Land; **Policy 34** Light Pollution Control; **Policy 35** Protection of Human Health From Noise and Vibration; **Policy 36** Air Quality, Odour and Dust

- *Section 5*: **Policy 44** Specialist Colleges and Language Schools
- *Section 6:* **Policy 45** Affordable Housing and Dwelling Mix; **Policy 46** Development of Student Housing; **Policy 47** Specialist Housing; **Policy 48** Housing in Multiple Occupation; **Policy 49** Gypsies and Travellers; **Policy 50** Residential Space Standards; **Policy 51** Lifetime Homes and Lifetime Neighbourhoods; **Policy 52** Protecting Garden Land and the Subdivision of Existing Dwelling Plots; **Policy 53** Flat Conversions; **Policy 54** Residential Moorings
- *Section 7:* **Policy 56** Creating Successful Places; **Policy 57** Designing New Buildings; **Policy 59** Designing Landscape and the Public Realm; **Policy 67** Protection of open space; **Policy 68** Open Space and Recreation Provision Through New Development
- *Section 8*: **Policy 72** Development and Change of Use in District, Local and Neighbourhood Centres; **Policy 73** Community and Leisure Facilities; **Policy 74** Education facilities; **Policy 75** Healthcare facilities; **Policy 76** Protection of Public Houses
- *Section 9*: **Policy 80** Supporting Sustainable Access to Development; **Policy 81** Mitigating the Transport Impact of Development; **Policy 82** Parking Management; **Policy 83** Aviation Development,
- *Section 10*: **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

23.3 Appraisal

23.3.1 Cambridge is a prosperous City with a highly qualified population. However, areas of deprivation persist and a significant proportion of the population have no qualifications. Access to housing is an acute problem for many, with steep average wage to house price ratios affecting the ability of those who work in the City to live there. House affordability trends are likely to continue in the future given the large increase in the City's population expected by 2031.

23.3.2 The policies set out in the Local Plan are therefore likely to have important implications for community and wellbeing in the City given the potential for development to both relieve these pressures (for example, through increasing housing) and exacerbate existing issues (for example, through a higher local population placing greater demand on community facilities).

23.3.3 A key provision of the Local Plan is the housing target set out in **Policy 3** of the spatial strategy. This calls for the delivery of no less than 14,000 additional dwellings in the City by 2031.

23.3.4 The consideration of alternatives during the Interim SA[52] stage suggested that that a higher quantum of housing could be pursued (up to 21,000 homes – Option 3) whilst still promoting sustainable development. Subsequently the Council has determined a housing target of 14,000 homes[53] which is in line with Option 2 considered as part of the Interim SA. The Interim SA said of Option 2 "o*verall this represents a more balanced approach to development than Option 1. The identified need for greater housing, including affordable housing, is met to a greater extent, while new development on the Green Belt is minimal. However, despite the increased provision of housing under this Option, there will still be a significant shortfall of affordable houses, which will impact on the levels of deprivation within Cambridge... Given that this Option requires the release of land from the Green Belt, the impact on the landscape and townscape and biodiversity is assessed to be negative*". Since the objectively assessed housing need in Cambridge has been demonstrated through the Strategic Housing Market Assessment to be 14,000 homes, the Council's preferred option can be said to meet identified need (without leading to significant release of Green Belt so avoiding many landscape, townscape and biodiversity impacts) and, as such, would lead to **significant positive effects** in terms of ensuring housing delivery.

23.3.5 The proportion of affordable housing to be delivered by 2031 is the focus of Policy 45. A graduated approach to the percentage of affordable housing required from new residential developments is adopted by the Policy, with this being based upon what is considered to be viable for most schemes of particular sizes in the City. Through this approach, developments of between 2 and 9 units will be required to provide a minimum of 10% affordable housing, developments between 10 and 14 units are to provide a minimum of 25% affordable housing, and developments of 15 or more units will need to provide a minimum of 40% affordable housing. This represents an improvement on the affordable housing policy contained within the Cambridge Local Plan 2006, which only applies to sites of 15 or more dwellings. As such the policy should lead to **positive effects** in relation to community and wellbeing, representing an improvement on the current situation in which many smaller sites make no contribution towards affordable housing provision. The possibility of setting a higher policy requirement (50% on sites of 15 or more dwellings) was considered as part of viability assessment[54], but this would not considered to be viable. The Local Plan considers the accommodation needs of the Gypsy & Traveller population in **Policy 49**; which notes that provision is to be made for at least one permanent pitch for Gypsies and Travellers between 2011 and 2031. This figure is in line with the findings of the 2011 Cambridge sub-Regional GTANA[55] which found that a new pitch would be required to address the demand created by newly forming families and so should result in positive effects. The criteria outlined are based on previous national guidance, and good practice guidance along with the current requirements sets out in the National Planning Policy Framework. This policy can be used to guide the location of permanent, transit and emergency stopping provision for Gypsy and Traveller sites in Cambridge, in order to support the health and wellbeing of gypsies and travellers.

[52] URS (2012) The Cambridge Local Plan: Interim SA Report [online] available at: https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/docs/local-plan-review-sustainability-appraisal.pdf (accessed 05/2013)
[53] Cambridge City Council (2013) Strategic Housing Market Assessment – to be published
[54] The potential impacts of this policy on viability have been taken into account in a suite of viability documents produced on behalf of the Council. These are the Cambridge City Council Local Plan – Community Infrastructure Levy Viability Assessment; the Cambridge City Council Local Plan - SHLAA and Potential Site Allocations High Level Viability Assessment; and the Cambridge City Council Local Plan – Student Housing Affordable Housing Study and the Small Sites Affordable Housing Viability Study.[55] Cambridgeshire County

23.3.6 The high level approach set out in the vision and strategy for Cambridge is supplemented by policies and proposals that seek to promote and manage change in key areas of the City and on specific sites. In terms of these areas of change **Policy 13** sets out a series of general principles. It notes that development should seek to protect existing public assets, including open space and leisure facilities, and that where the loss of such assets is unavoidable appropriate mitigation is undertaken to offset the loss. In addition, the Policy states that planning obligations are to be used as a mechanism to gain contributions towards affordable housing, recreation and open space, education and lifelong learning, community facilities, and public art. These measures appear likely to result in a number of gains for community and wellbeing in these key areas, potentially with **significant positive effects**.

23.3.7 A key area of major change over the plan period will be Cambridge City Centre. **Policy 9** states that this area will be the primary focus of development that addresses retail, leisure, cultural, and other needs appropriate to its role as a multi-functional regional centre. The Policy notes that new development should add to the vitality of the Centre, but could be strengthened through the inclusion of criteria calling for such development to take into account and address the needs of the community. Also of importance in this area is **Policy 10**, which looks to promote community facilities in this key area (in upper floors) and protect existing assets (such as arts and crafts market), so likely resulting in positive effects.

23.3.8 A large number of policies set out to provide guidance to developers in areas of major change which may have positive effects on community and wellbeing. These include **Policies 17** and **19** (the provision of community facilities, education facilities, local shopping & services, and open space & recreation); **Policy 11** (expansion or redevelopment of retail or leisure uses); **Policy 15** (establishment of recreation and commercial uses); **Policy 18** (provision of community facilities & amenities); Policy 20 (principal land uses to include open spaces and community uses); **Policy 21** (shops and services); and **Policy 23** (development of arts and cultural facilities). **Policy 26** details a list of site specific development opportunities considered suitable for residential, residential moorings, employment, university use or mixed use which should lead to positive effects on community and wellbeing through providing housing, leisure, retail and employment opportunities.

23.3.9 The provisions and protection of important community facilities is a focus of a number of more wide-ranging policies. **Policy 85** is vital with regards to provision of such facilities. It states that new development must be supported by required infrastructure and, where existing infrastructure will be placed under strain due to the impact of new development, improvements to existing infrastructure or compensatory provision should be made. These measures should help to ensure that there is no reduction in the City's overall provision of community related infrastructure. In addition, the Policy makes clear that planning obligations and/or future CIL money could be used to provide key community infrastructure. As a result, this Policy is predicted to result in **significant positive effects**.

Council Research Group (2011) Cambridge sub-Regional Gypsy and Traveller Accommodation Needs Assessment [online] available at http://www.peterborough.gov.uk/pdf/env-plan-evibase%202011%20GTANA.pdf (accessed 05/2013)

[55] Cambridgeshire County Council Research Group (2011) Cambridge sub-Regional Gypsy and Traveller Accommodation Needs Assessment [online] available at http://www.peterborough.gov.uk/pdf/env-plan-evibase%202011%20GTANA.pdf (accessed 05/2013)

23.3.10 The open space of the City is valuable to the health and wellbeing of its residents. The protection of such space is therefore an important consideration and one that is addressed by **Policy 67** which states that development proposals will not be permitted which would harm the character of, or lead to the loss of, open space of recreational importance unless it can be satisfactorily replaced. In addition to these protective measures, **Policy 68** calls for all residential development proposals to contribute to the provision of open space and recreation facilities on-site, with this provision to address local deficiencies where possible. The focus on both protection and provision set out through these Policies should result in **significant positive effects** given the additional demand that is likely to be placed on these spaces through development and a growing population, plus the need to improve health outcomes through increased physical activity.

23.3.11 Also likely to lead to **significant positive effects** is **Policy 73** which notes that new or enhanced community or leisure facilities are to be permitted where appropriate. The policy should have the effect of ensuring that facilities come forwards in areas of deficiency and, hence, should help to ensure that high quality facilities are 'accessible'. In addition, this Policy sets out criteria relating to the loss of facilities. These state that the loss of a facility or site last in use as a community facility or leisure facility will be permitted only if it can be suitably replaced or relocated, or is no longer needed; so providing a high degree of protection.

23.3.12 The establishment of new educational facilities is the focus of **Policy 74**. It notes that proposals for new or enhanced education facilities will be permitted where the scale, range, quality and accessibility of education facilities are improved, whilst also suggesting that developers should engage with the Children's Services Authority at the earliest opportunity. These measures should help to ensure that appropriate education provision is secured with positive effects. However, given the importance of such facilities to community and wellbeing, it is suggested that this Policy could be strengthened by including specific reference to their protection from re-development (in a way that supplements Policy 73).

23.3.13 The approach set out in **Policy 75** looks to ensure that new or enhanced healthcare facilities are permitted when they improve the scale, range, quality and accessibility of provision; they are located in the area they are expected to serve; and where possible and appropriate they are co-located with complementary services. This should help to guarantee the creation of health infrastructure that benefits all members of local communities, resulting in positive effects. However, given the importance of such facilities to community and wellbeing, it is suggested that this Policy could be strengthened by including specific reference to their protection from re-development (in a way that supplements Policy 73).

23.3.14 The health impacts of development form the focus of a number of policies within the Local Plan. These include **Policy 35** which states that development will be permitted only where it is demonstrated that it will not lead to significant adverse effects, including cumulative effects, on health and amenity from noise and vibration. This measure is expected to have positive effects in terms of health and wellbeing. Also likely to lead to positive effects in this manner are **Policy 12** which calls for residential proposals in Cambridge East to demonstrate that any environmental and health impacts (including noise) from the airport can be acceptably mitigated for residents of new development, and **Policy 83**, which notes that aviation development at Cambridge Airport will only be supported where it will not have a significant adverse impact on residential amenity.

23.3.15 The protection of health is also a concern of **Policy 36** which states that development will be permitted only where it can be demonstrated that it does not lead to significant adverse effects on health or amenity from polluting or malodorous odour emissions, or from dust or smoke emissions to air. The Policy also specifically looks to prevent adverse effects on air quality in AQMAs or the creation of new ones; plus the prevention of adverse effects on human health as a result of development within AQMAs. The prevention of pollution forms an element of the strategic approach to transport infrastructure set out in **Policy 5**. This seeks to ensure that pressure on the AQMA in the City Centre is eased through reduced transport emissions and promotes access by sustainable transport to facilities across Cambridge. These policies could potentially result in **significant positive effects** in terms of health and wellbeing given the poor air quality to be found in areas of the City.

23.3.16 Mitigating the transport impact of new development in the City is the focus of **Policy 81**. This Policy notes that development will only be permitted where the impact on transport networks is shown to be acceptable, including transport assessments where appropriate, and calls for Travel Plans to be produced for major developments. This should help to ensure that the impacts of transport on determinants of wellbeing (such as air quality) are addressed, whilst also states a shift to sustainable transport modes with its associated benefits (such as increased walking and cycling). Promoting the positive benefits of this approach are **Policy 80**, which will allow development where it demonstrates that prioritisation of access is by walking, cycling and public transport; and **Policy 82** which looks to allow car free and car capped development where appropriate, to ensure a minimum level of cycle parking, and to limit car parking levels.

23.3.17 Considerations of impacts upon air quality is an element of **Policy 29**, which is looks to ensure that proposals for renewable and low-carbon energy generation do not result in negative effects; particularly within or close to AQMAs or where air pollution levels are approaching EU Limit Values. This is likely to lead to positive effects in terms of health and wellbeing. In addition, the Policy calls for the noise related impacts of such developments to be addressed.

23.3.18 Another important aspect of the shift to a low carbon future is improvements in energy efficiency. This matter is addressed by **Policy 27** and **Policy 30**. The former Policy sets out standards for new development, with residential properties to achieve a minimum of level 4 of the Code for Sustainable homes by 2014. Meanwhile, **Policy 30** focuses on improving energy efficiency where applications are made for extensions and conversions to residential properties. Collectively these policies should help to lower running costs and reduce fuel poverty, resulting in benefits in terms of community and wellbeing.

23.3.19 The achievement of high standards of construction in residential development more generally is the focus of **Policy 50**. This states that new residential developments are only to be permitted where they provide reasonable living conditions, including in terms of room sizes and direct access to an area of private amenity space. This is likely to lead to positive effects and is further supported by **Policy 51**, which notes that all housing development should adopt the Lifetime Homes Standard and that a percentage of homes should meet the Wheelchair Housing Design Standard; and Policy 47 which calls for housing for people with specific housing needs (such as the elderly and disabled) to be suitable for the intended occupiers, plus accessible to local shops, services, public transport and community facilities. These latter policies are likely to be particularly important for sectors of Cambridge's population and so may lead to **significant positive effects**.

23.3.20 Another aspect of community wellbeing which can be a focus of design is the issue of crime. This matter is addressed through **Policy 56** which calls for new development to be designed to remove the threat, or perceived threat, of crime and improve community safety. This is likely to result in positive effects, as is the Policy's focus on new developments meeting the principles of inclusive design, in particular for those with disabilities, the elderly and those with young children. **Policy 34** also has implications for crime, stating that proposals which incorporate new external lighting, or changes to existing external lighting, should utilise the bare minimum required; balancing concerns over public safety, crime and residential amenity (in terms of light pollution). This balancing of considerations is likely to result in positive effects.

23.3.21 Several other policies set to be included in the Local Plan could have implications for community & wellbeing:

- **Policy 7** is likely to lead to positive effects as it seeks to where possible raise the quality of open spaces adjacent to the River Cam.
- **Policy 8** promotes access to the countryside or open space from development on the urban edge and calls for landscape improvements, with likely positive effects.
- **Policy 16** states that development proposals at the Cambridge Biomedical Campus will be approved where it can be demonstrated that such proposals are required to meet local, regional or national health care needs, likely leading to positive effects.
- **Policy 33** is likely to result in positive effects as it focuses on ensuring that contaminated land does not results in adverse health impacts.
- **Policy 44** will not permit the development of specialist language schools unless they provide residential accommodation and social and amenity facilities, for all non-local students, with likely positive effects.

- **Policy 46** only permits student housing where it is provided for students attending full-time courses of an academic year or longer and meets identified needs of an existing educational institution. Development would not be allowed to result in the loss of existing marketing or affordable housing and the loss of student housing would also be resisted, likely leading to positive effects.
- **Policy 48** states that proposals for large houses in multiple occupation must not harm residential amenity and must be accessible to local services, likely leading to positive effects.
- **Policy 52** notes that development on part of a garden or group of gardens will only be permitted where amenity and privacy is appropriately protected and so is likely to result in positive effects, although the need for residential accommodation should be balanced against the environmental impacts.
- **Policy 53** will allow flat conversions only where there will be a good standard of amenity for its occupiers and negative impacts on neighbouring properties are avoided, likely resulting in positive effects.
- **Policy 54** states that residential moorings will be permitted where close to existing services and amenities and where there is no significant negative effect on local amenity, so likely leading to positive effects.
- **Policy 57** may lead to positive effects as it will support new buildings only where they are convenient, safe and accessible for all users.
- **Policy 59** calls for design of landscape and the public realm which considers the needs of all users and adopts the principles of inclusive design and so is likely to lead to positive effects.
- **Policy 72** notes that development and change of use in district, local and neighbourhood centres must not give rise to a detrimental effect on the amenity of the area, with likely positive effects.
- **Policy 76** is likely to lead to positive effects as it seeks to ensure that public houses are only lost when a site is no longer needed within the community as a public house, or as another form of community facility.

23.4 Conclusions and recommendations

23.4.1 Cambridge is an area facing significant changes in the future, and so development over the plan period must be capable of addressing the new and expanding demands that will be placed on the city and its infrastructure if current levels of community and wellbeing are to be maintained and improved. On the whole the plan is successful in this regard, with a number of policies addressing the protection of existing community facilities, although some policies could be strengthened in this respect; and the provision of new facilities to address emerging needs, including the securing of finances where appropriate. One of the most significant issues facing the city today and in future is that of housing, and the plan meets the identified housing need as set out in the SHMA[56] and as such should lead to **significant positive effects**.

23.4.2 The following recommendations are made:

[56] Cambridge City Council (2013) Strategic Housing Market Assessment – to be published.

- Policy could perhaps go further in terms of explicitly requiring that development proposals in the City Centre take into account and reflect identified needs associated with the local community.
- Include criteria setting out conditions that would apply should development result in the loss of educational and healthcare facilities
- Broaden considerations of the impact of renewable and low-carbon energy generation to include all forms of energy infrastructure
- Make explicit the need to consider the potential health impacts of aviation development at Cambridge Airport.

24 CITY CENTRE

24.1 Relevant sustainability objectives:

- Ensure the centre capitalises on the opportunities from growing business sectors;
- Maintain and improve the quality of the centre as a place to live, work and spend leisure time, while ensuring a safe and welcoming environment; and
- Ensure opportunities to reduce energy demand through renewable and low carbon technologies are maximised.

24.2 Relevant plan policies:

24.2.1 Whilst all policies included in the plan will apply to this functional area to some extent, the following have particular relevance given the opportunities, issues, and constraints specific to this area of the city.

- *Section 2*: **Policy 5** Strategic Transport Infrastructure; **Policy 6** Hierarchy of Centres and Meeting Retail Need; **Policy 7**: The River Cam
- *Section 3*: **Policy 9** The City Centre; **Policy 10** Development in the City Centre Primary Shopping Area; **Policy 11** Fitzroy / Burleigh Street/ Grafton Area of Major Change; Policy 13 Areas of Major Change and Opportunity Areas – General Principles; **Policy 22** Eastern Gate Opportunity Area; **Policy 23** Mill Road Opportunity Area; **Policy 24** Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area; **Policy 25** Old Press/Mill Lane Opportunity Area
- *Section 4*: **Policy 27** Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use; **Policy 29** Renewable and Low Carbon Energy Generation; **Policy 36** Air Quality, Odour and Dust
- *Section 5*: **Policy 40** Development and Expansion of Business Space; **Policy 43** University Faculty Development;
- *Section 7*: **Policy 55** Responding to Context; Policy 60 Tall Buildings and the Skyline in Cambridge; **Policy 61** Conservation and Enhancement of Cambridge's Historic Environment
- *Section 8:* **Policy 73** Community and leisure facilities; **Policy 77** Development and Expansion of Hotels; **Policy 78** Redevelopment or Loss of Hotels; **Policy 79** Visitor Attractions

24.3 Appraisal

24.3.1 Cambridge city centre is both historic yet modern, supporting a world famous university and a growing service and high tech economy. It is also a regional shopping destination and benefits from a high quality civic environment and open space provision. However, the centre faces a number of challenges and opportunities as a result of economic growth and an increasing and changing population.

24.3.2 These challenges and opportunities include increased demand for city centre office space; the need for improvement to retail and service offerings; and increased pressures on maintaining the high quality public realm resulting from rising resident and visitor numbers. There is also the need to improve connectivity between the city centre and key employment sites, and to take advantage of the opportunities for District Heating that the area presents.

24.3.3 The importance of the city centre and the pressures it faces is the focus of **Policy 9**. This policy notes that Cambridge city centre will be the primary focus for developments attracting a large number of people and for meeting retail, leisure, cultural and other needs; including the establishment of a suitable mix of uses. In addition to focusing such developments in the centre, the policy also recognises the need for protection and enhancement of historic assets, green spaces, and the public realm, in order that the impacts of development are appropriately mitigated and the benefits captured. As a result of this balanced approach to growing business sectors and maintaining the quality of the centre, **significant positive effects** are predicted.

24.3.4 Cambridge's key economic position as a regional centre is addressed by **Policy 6**, which states that retail and other main town centre uses are directed to the centres in line with the sequential approach set out in the NPPF. Any retail developments proposed outside these centres will be subject to a retail impact assessment if greater than 2,500m² or below this level where a proposal could have a cumulative impact or an impact on the role or health of nearby centres. In addition, the policy notes that a capacity for 14,141m² net of comparison retail floorspace to 2022 has been identified. This is to be met by following a 'City Centre First' approach. Directing retail development and other appropriate uses to the centre may result in **significant positive effects** through its support of the area's economy. The policy's supporting text could be strengthened to explain how monitoring of retail and leisure capacity will be managed in the period beyond 2022 through stating that it is likely that the retail and leisure study will need to be updated during the plan period.

24.3.5 In terms of the economy of the city as a whole **Policy 40** notes that demand for offices space has contracted to the city centre, where there is now strong demand for such premises. As a result, the policy is to encourage suitable new offices, research and development and research facilities to come forward in the city centre. This should ensure that such development comes forward where it is most required, so supporting the city centre and wider city economies with positive effects.

24.3.6 Another key driver of the local economy is the city's universities. These key facilities are the focus of **Policy 40**, which states that development or redevelopment of university related faculty, research and administrative sites will be supported in the city centre. In addition, this policy calls for development to take advantage of opportunities to improve circulation for pedestrians and cyclists, together with public realm improvements; in turn helping to protect and enhance the locale in addition to supporting the economy of the area. With this being the case, positive effects are predicted. It is also noted that the allocation of two sites in the city centre for university uses may help to create and maintain profitable relationships between businesses and academic researchers.

24.3.7 In terms of the retail growth that is to occur in the city centre, **Policy 10** indicates that A1 uses will be supported. It also indicates that proposals for other 'A Class', leisure and tourism uses which are suitable in a centre will be supported were they complement the retail function of the area. The policy also seeks to protect retail uses in the primary and secondary frontages. This includes criteria stating that the loss of centre uses at ground floor level to non-centre uses within primary and secondary frontages will not be permitted, unless it can be demonstrated that the use is no longer viable. These measures to encourage and protect such uses are likely to produce positive effects in terms of the local economy. In addition, the policy will support a mix of uses, including residential and community facilities on upper floors, whilst also protecting and promoting the two outdoor markets. Together these measures should help to ensure **significant positive effects** in terms of the local economy and the quality of the centre.

24.3.8 A particular focus for the development of additional comparison retail in the city centre, along with other mixed uses, will be the Fitzroy/Burleigh Street/Grafton Area of Major Change. Specific guidance for development in this area will be provided through **Policy 11**. This policy notes that the precise quantum of development to take place in the area is to be subject to testing and demonstration through the development of a masterplan. This should help to provide flexibility to developers whilst ensuring that an optimum outcome is achieved. In addition, the policy calls for townscape and public realm improvements and a focus on providing access by sustainable modes of transport which should result in wider benefits. Given the varying quality of shops and the public realm in this area currently, this policy approach should result in positive effects.

24.3.9 Transport and public realm improvements are an important element of the changes proposed for the Eastern Gate Opportunity Area through **Policy 22**. The quality and character of the area has suffered as a result of unsympathetic development in the 1970s. To address these issues the policy calls for development proposals to realise the potential of underused spaces and to deliver a series of co-ordinated streetscape and public realm improvements. Key projects include the provision of pedestrian/cycle crossings and continuous cycle lanes at Newmarket Road and East Road. These measures should result in positive effects for the area. Nonetheless, the policy could be strengthened by adding a requirement for development proposals in the area to prioritise sustainable forms of transport more generally (e.g. wording in **Policy 24**: '*promote and co-ordinate the use of sustainable transport modes*').

24.3.10 Another area of the city centre requiring improvements to transport and the public realm is the Cambridge Railway Station, Hills Road Corridor. Streets and junctions within the area are congested with traffic and pedestrians experiencing a poor quality public realm. Given these issues, **Policy 24** calls for development in this area which results in an improved, high quality green link connecting the city centre to the station, including a pedestrian and cycle route. This should result in positive effects in terms of accessibility, and wider benefits in terms of an improved environment. This policy could however be improved by making explicit the need for improvements to the environment for cyclists as an element of the coordinated streetscape and public realm improvements that development proposals are to deliver (e.g. wording from **Policy 25**: '*create safer streets with priority for pedestrians and cyclists*').

24.3.11 In the historic core of the city is the Old Press/Mill Lane Opportunity Area. This area is the subject of **Policy 25**, which notes that as the University of Cambridge is interested in relocating some of its activities away from the site this presents a number of opportunities. The policy recognises that these include the chance for new development to enhance the public realm and the setting of heritage assets; address existing conflicts between vehicles and pedestrians; and reuse and redevelop buildings for a range of land uses. A focus on both preserving and enhancing the special historic character of this area, and achieving complementary and compatible land uses should result in positive effects. In addition, the policy is strong in terms of its support for sustainable transport, calling for a minimisation of non-essential car parking; the provision of high quality, well designed areas of cycle parking; and the creation of safer streets with priority for pedestrians and cyclists; with further positive effects.

24.3.12 The historic assets of the city centre are likely to be further protected through the provisions of **Policy 55**. This policy states that development will be supported where it is demonstrated that it responds positively to its context, including features of natural, historic or local importance. Further protection is likely to be provided by **Policy 61**, which sets out to conserve or enhance the significance of the heritage assets of the city, and to retain buildings and spaces whose loss would cause harm to the character of a conservation area. These policies should help to ensure that the historic core of the city centre is protected from development that is unsuitable, thus resulting in a range of social and economic benefits, and **significant positive effects**.

24.3.13 The Council's appraisal of the city's historic core[57] found that large parts of the River Cam corridor are of very high significance. This significance is likely to be protected and enhanced through **Policy 7**, which calls for development proposals along the corridor to enhance the unique physical, natural and culturally distinctive landscape of the River Cam and take account of and support as appropriate the tourism and recreational facilities in the corridor. This should help to protect this key feature of the historic and natural landscape of the city centre, whilst supporting growth in tourism and so the local economy, thus resulting in positive effects.

24.3.14 Also likely to be important to tourism growth, and so to the economy of the city centre, are the criteria set out in **Policy 77** and **Policy 78**. The former will focus the proposals for the development and expansion of hotels in the centre; the latter meanwhile looks to prevent development which would result in the loss of existing hotels and guest houses within the city centre unless they are no longer viable. Further support to tourism is provided through **Policy 79**, which balances making the most of opportunities for growth with the protection of the centre's unique environment and key infrastructure. It does so by calling for proposals for new visitor attractions within the centre to complement the existing cultural heritage of the city, to assist the diversification of the offer, and to have good public transport accessibility. Given the importance of tourism to the Cambridge economy, and the impacts that such activity could potentially have on the centre, these policies are likely to collectively result in **significant positive effects**.

[57] Cambridge City Council (2006) Historic Core Appraisal [online] Available from: https://www.cambridge.gov.uk/historic-core-appraisal

24.3.15 The increased amount of development likely to come forward over the plan period could lead to impacts on air quality. This is likely to be of particular importance in the city centre given the poor air quality in much of this area. For instance, all of the individual development sites proposed for the city centre are within or adjacent to an AQMA. Of these sites, all could have an adverse effect on air quality, with one of these sites potentially resulting in a significant adverse effect (the New Museums Site). This could potentially result in negative effects on human health. However, protection against such adverse effects is likely to be provided by **Policy 36** which looks to prevent adverse effects on air quality in AQMAs, and the creation of a new one; plus the prevention of adverse effects on human health as a result of development within AQMAs. As a result, this policy may lead to **significant positive effects**.

24.3.16 The prevention of pollution forms an element of the strategic approach to transport infrastructure set out in the **Policy 5**. This seeks to ensure that pressure on the AQMA in the city centre is eased through reduced transport emissions and promotes access by sustainable transport to facilities across Cambridge. The promotion of access is likely to be important for community life also, as distance from a train station tends to be high for many of the individual sites brought forward (excluding those on Hills Road), as the train station is at the edge of the city centre area. This policy could therefore result in **significant positive effects**.

24.3.17 Another aspect of environmental protection that is likely to be important in the city centre area is that of climate change mitigation. This is due to the identified potential opportunity for district heating in central Cambridge. The approach outlined in **Policy 27** should help to ensure that this opportunity is taken, by calling for major development proposals within the Strategic District Heating Area to connect to existing heat networks or networks under construction, where possible. The policy will also be supportive of the future proofing of developments so that they are capable of connecting to future heat networks. As such, this policy is considered likely to result in **significant positive effects**. This approach could however be strengthened by stating more clearly which development will be considered to be 'major' and by adjusting the wording of the policy to make clear that it will only be relaxed where the establishment of a connection 'significantly' impacts on the viability of a scheme.

24.3.18 Several other policies set to be included in the Local Plan could have implications for the City Centre:

- **Policy 13** notes that development should be of higher densities in the city centre, so likely resulting in positive economic effects.
- **Policy 73** should lead to positive effects on the economy as it will permit enhanced community or leisure facilities only if they do not have a negative impact upon the vitality and viability of the city centre, including its evening economy.
- **Policy 60** looks to protect the city's heritage assets from the impacts that tall buildings may have, with positive implications given the concentration of such assets in the city centre's historic core.

24.4 Conclusions and recommendations

24.4.1 The policies set out to address development in the city centre area, or that may have an effect on it through their general provisions, are on the whole likely to result in positive effects. This is as a result of a balancing of both the need to grow the local economy to take full advantage of the opportunities presented, and the need to protect and enhance the centre's assets, community, and infrastructure from the impacts of development and future demographic and economic change. The policies for the Opportunity Areas could however be improved by making stronger reference to the need for a built environment that prioritises sustainable means of transport and provides appropriate supporting infrastructure, with this being of particular importance given the poor air quality in the city centre.

24.4.2 The following recommendations are made:

- The supporting text for Policy 6 could be strengthened to explain how monitoring of retail and leisure capacity will be managed in the period beyond 2022;
- Provide details on how the economic impacts of site allocations that result in the loss of employment space will be identified and addressed;
- Make explicit the need to create a safer and improved environment for cyclists in a number of the centre's Opportunity Areas;
- Call of development proposals in a number of the centre's Opportunity Areas to promote and prioritise the use of sustainable forms of transport; and
- Ensure that 'major' development in the Strategic Heating area is defined and that conditions are only relaxed where there is a 'significant' impact on viability.

25 NORTH CAMBRIDGE

25.1 Relevant sustainability objectives:

- Address deprivation across quite expansive areas of the city's northern and north-eastern extents;
- Address flood risk issues;
- Capitalise on opportunities to encourage use of public transport and walking/cycling (including to access the Cambridge Science Park);
- Increase access to high quality open space, particularly within Arbury;
- Support the achievement of identified priorities within the Chesterton / Ferry Lane and De Freville Conservation Areas;
- Encourage high quality design and improve the quality of the public realm within some areas; and
- Develop a co-ordinated policy with South Cambridgeshire District Council for the development of Northern Fringe East.

25.2 Relevant plan policies:

25.2.1 Whilst all policies included in the plan will apply to this functional area to some extent, the following have particular relevance given the opportunities, issues, and constraints specific to this area of the city.

- *Section 2:* **Policy 2** Spatial Strategy for the Location of Employment Development; **Policy 3** Spatial Strategy for the Location of Residential Development
- *Section 3:* **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 14** Northern Fringe East and Land Surrounding Cambridge Science Park; **Policy 21** Mitcham's Corner Opportunity Area; **Policy 26** Site Specific Development Opportunities
- *Section 4:* **Policy 31** Integrated water management and the water cycle; **Policy 32** Flood Risk
- *Section 5*: **Policy 40** Development and Expansion of Business Space; **Policy 41** Protection of Business Space
- *Section 6:* **Policy 52** Protecting Garden Land and the Subdivision of Existing Dwelling Plots
- *Section 7:* **Policy 55** Responding to Context; **Policy 56** Creating Successful Places; **Policy 59** Designing Landscape and the Public Realm; **Policy 61** Conservation and Enhancement of Cambridge's Historic Environment; **Policy 66** Paving over front gardens; **Policy 67** Protection of Open Space; **Policy 68** Open Space and Recreation Provision Through New Development
- *Section 9*: **Policy 80** Supporting Sustainable Access to Development); **Policy 81** Mitigating the Transport Impact of Development; **Policy 82** Parking Management
- *Section 10:* **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

25.3 Appraisal

25.3.1 The North Cambridge Functional Area is generally more deprived towards the north and east, with the worst performing Super Output Area (SOA) in Cambridge (in terms of 'overall' deprivation according to the Index of Multiple Deprivation) located on the northern extent of King's Hedges ward. Adjacent to this area are also the second and fifth most deprived SOAs in the city. The sixth most deprived SOA in the city is located to the east of the Northern Area. New development and growth can benefit these deprived areas to the north and east through creating new employment opportunities, housing, and other forms of infrastructure including open space provision and public transport.

25.3.2 **Policy 13** sets out the general principles for development at the Areas of Major Change and Opportunity Areas, of which two (**Policies 14** and **21**) fall within the North Cambridge Functional Area. Additionally, a number of Site Specific Development Opportunities are located in the area under **Policy 26**. Taken together these policies provide for a significant amount of development in the area, with which it will be important to deliver contributions towards meeting the sustainability objectives for the area.

25.3.3 The Northern Fringe Area of Major Change (**Policy 14**) is located to the north east of the area and seeks to deliver an employment-focused area centred around a new train station at the Cambridge Science Park. The area is allocated for high quality mixed use development, including employment uses such as B1, B2 and B8 uses as well as a range of supporting commercial, retail and residential uses, however the final quantum and distribution of uses will be determined through an Area Action Plan. Development in this area of Cambridge which contains the most deprived Super Output Areas in the city should deliver increase employment opportunities and lead to **significant positive effects** in terms of addressing deprivation in the North Cambridge Functional Area.

25.3.4 A sustainability objective in North Cambridge is to encourage high quality design and improve the quality of the public realm. In this respect, **Policies 55, 56** and **59** should be of benefit. **Policy 55** seeks to protect and enhance the special character of Cambridge by encouraging development that responds to its context. **Policy 56** supports development that is designed to be attractive, high quality, accessible, inclusive and safe, positively enhancing the townscape. **Policy 59** concerns landscape and the public realm and states that external spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and co-ordinated with adjacent sites and phases. Taken together these policies should ensure that development proposals lead to **significant positive effects** in terms of encouraging proposals that lead to high quality design and an improved public realm.

25.3.5 An Opportunity Area is designated at Mitcham's Corner (**Policy 21**) where redevelopment proposals which deliver a mix of uses including local shops and services with residential at upper floors will be supported. Development here could lead to positive effects in terms of encouraging regeneration and attracting investment, which in turn could lead to additional employment opportunities for the residents of the area. The main aim of the Opportunity Area is to improve the quality and character of the area and create a 'sense of place' which should make the area more vibrant, restoring the balance between people and vehicles. The 1970s gyratory system has created an unpleasant environment for pedestrians and cyclists which is difficult to navigate and has eroded the character of the area. Public realm improvements aim to create a low speed environment giving pedestrians and cyclists greater priority, de-cluttering the street scene and creating opportunities for new public spaces. As such the Opportunity Area should lead to **significant positive effects** in terms of encouraging high quality design and public realm in this area of the city.

25.3.6 A recognised sustainability objective of the plan is to capitalise on opportunities to encourage use of public transport, walking and cycling including access to the Cambridge Science Park. Transport **Policies 80, 81** and **82** seek to promote sustainable transport and reduce reliance on the car; while **Policy 13** requires proposals to be of higher densities around key transport interchanges, District Centres and Local Centres. Additionally **Policy 85** requires new development to be supported by the required infrastructure at the appropriate stage, including transport infrastructure.

25.3.7 **Policies 14** and **21** both require improvements to walking and cycling infrastructure in an attempt to achieve modal shift towards sustainable transport modes. **Policy 21** should rebalance the road network in favour of walking and cycling by removing / remodelling the gyratory; whilst **Policy 14** seeks to link the proposed new station at Cambridge Science Park to the Science Park itself and the Busway. This should improve accessibility both in and out of the area and ensure that new employment opportunities are within easy reach. These provisions should result in **significant positive effects** in terms of encouraging public transport, walking and cycling whilst also increasing access to employment opportunities from more deprived parts of the city.

25.3.8 Arbury has the lowest amount of Protected Open Space in Cambridge and the spaces that are available are considered to be of insufficient quality, size and proximity to housing. King's Hedges ward has more open space but is of similar poor quality whereas to the south, West and East Chesterton have greater provision of open space.

25.3.9 In terms of general open space policies; **Policy 68** requires residential development proposals to contribute to the provision of open space and recreation facilities on-site or off-site through developer contributions. Open space is protected under **Policy 67** whereby development is only permitted where replacement space (of greater quality and/or quality) is provided in the area; and **Policy 59** requires external spaces, landscape, public realm and boundary treatments to be designed as an integral part of new development proposals. Additionally **Policy 85** requires the provision of infrastructure alongside development including open space.

25.3.10 Specific to the North Cambridge Functional Area, development that comes forward should increase provision by following the above policies in the plan. At Mitcham's Corner (**Policy 21**) a criterion states that development proposals should create opportunities for new public spaces. Mitcham's Corner is at the southern extent of Arbury ward which should increase open space provision for residents. Notably, just west of Arbury ward is the NIAB 1 Area of Major Change (**Policy 19**) which requires provision of open space as part of the development; which should benefit residents to the north of the ward. Taken as a whole, policies in the plan should increase open space provision in North Cambridge – particularly in Arbury – and should lead to **significant positive effects**.

25.3.11 There is a need for the plan to support the achievement of identified priorities within Conservation Areas (CAs). Such areas in North Cambridge are De Freville CA, Chesterton CA and Ferry Lane CA. Conservation areas are addressed by **Policy 61** which seeks to ensure the conservation and enhancement of Cambridge's historic environment. This policy alongside other design policies which require consideration of the relationship between the site and its surroundings should help to ensure adequate protection of the Conservation Areas.

25.3.12 Specifically within Chesterton and Ferry Lane CAs, negative issues relate to the road network and inappropriate modern development. Busy traffic along the High Street led to traffic calming interventions (including raised tables and speed bumps) in the 1990s which has resulted in a loss of historic character. Poor quality commercial frontages and modern development that does not take into account the context and character of the CA has had a detrimental impact on the street scene. The transport policies appraised above (**Policies 80, 81** and **82**) should help to reduce reliance on the car and subsequently traffic; whilst the design policies (**Policies 55, 56** and **59**) along with **Policy 61** (for conservation of the historic environment) should ensure that new proposals contribute to, rather than detract from, the character of the area. The policies are appraised to lead to positive effects as without comprehensive redevelopment of the inappropriate buildings and remodelling/reconfiguring of the High Street such issues are likely to remain in the CAs.

25.3.13 The Cambridge Surface Water Management Plan identifies three areas within North Cambridge as 'wetspots' i.e. at particular risk of flooding. These include King's Hedges/Arbury as the highest ranked spot; North Chesterton (3rd) and South Chesterton (5th). The Management Plan states that there is a need for increased maintenance of watercourses and surface water drains; and the uptake of engineering options including attenuation features, such as swales, basins and wetlands and source control elements such as permeable paving and rain gardens. **Policies 31** and **32** set out the Cambridge approach to Integrated Water Management and Flood Risk respectively and **Policy 66** requires paving in front gardens to consist of permeable surfaces. In particular, **Policy 32** requires no increase in flood risk and, for previously developed land, proposals should reduce flood risk.

25.3.14 Taken together the above policies fulfil the requirements of the Surface Water Management Plan and should reduce flood risk in the Functional Area. As such the plan should lead to **significant positive effects** through reducing flood risk.

25.3.15 Several other policies set to be included in the Local Plan could have implications for North Cambridge:

- **Policy 41** Protection of Employment sites **–** one site (south of King's Hedges Road) is designated as a Protected Industrial Site which could lead to positive effects in terms of employment and deprivation in the north east of the Functional Area;
- **Policy 52** Protection of Garden Land and Subdivision of Existing Dwelling Plots – this policy would afford greater protection to gardens, with likely positive effects in terms of flood risk.

25.4 Conclusions and recommendations

25.4.1 The Local Plan has been appraised to lead to **significant positive effects** in terms of most of the sustainability objectives identified in the North Cambridge Functional Area. The level of growth proposed at the Northern Fringe East and the associated transport improvements at Cambridge Science Park Station should help to achieve modal shift and lead to employment opportunities, particularly for those in the north east of the Functional Area that are amongst the most deprived in the city.

25.4.2 A number of policies seek to protect and enhance the quantity and quality of provision and improve access to open space. Wider sustainable transport policies seek to achieve modal shift and in combination with historic environment and design policies should benefit conservation areas by reducing the impact of traffic and inappropriate development. Flood risk (in particular surface water flood risk) in the area should be reduced by policies requiring sustainable drainage infrastructure, attenuation features, wetland creation and permeable paving.

25.4.3 The following recommendations are made:

- Ensure that open space infrastructure spending from development in the North Cambridge area goes towards quality improvements in areas of deficiency; particularly Arbury.
- Prioritise remodelling the High Street in the Chesterton and Ferry Lane Conservation Areas as an infrastructure scheme in **Policy 85** in order to reduce heavy traffic and restore the historic character of the areas.

26 SOUTH CAMBRIDGE

26.1 Relevant sustainability objectives:

- Address flood risk issues;
- Consider the potential to address deprivation associated with areas to the East;
- Work with developers to facilitate the achievement of successful new communities within the urban extensions;
- Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting;
- Support the achievement of identified priorities within Conservation Areas; and
- Capitalise on opportunities to encourage use of public transport and walking/cycling

26.2 Relevant plan policies:

26.2.1 Whilst all policies included in the plan will apply to this functional area to some extent, the following have particular relevance given the opportunities, issues, and constraints specific to this area of the city.

- *Section 2:* **Policy 2** Spatial Strategy for the Location of Employment Development; **Policy 3** Spatial Strategy for the Location of Residential Development; **Policy 4** The Cambridge Green Belt; **Policy 5** Strategic Transport Infrastructure; **Policy 8** Setting of the City
- *Section 3:* **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 15** Land South of Coldham's Lane; **Policy 16** Cambridge Biomedical Campus – including Addenbrooke's Hospital; **Policy 17** Southern Fringe; **Policy 26** Site Specific Development Opportunities
- *Section 4:* **Policy 31** Integrated water management and the water cycle; **Policy 32** Flood Risk
- *Section 5*: **Policy 40** Development and Expansion of Business Space; **Policy 41** Protection of Business Space
- *Section 6:* **Policy 52** Protecting Garden Land and the Subdivision of Existing Dwelling Plots
- *Section 7:* **Policy 56** Responding to Context; **Policy 57** Creating Successful Places; **Policy 60** Designing Landscape and the Public Realm; **Policy 62** Conservation and Enhancement of Cambridge's Historic Environment; **Policy 66** Paving over front gardens; **Policy 67** Protection of Open Space; **Policy 68** Open Space and Recreation Provision Through New Development
- *Section 8*: **Policy 74** Community and Leisure Facilities; **Policy 75** Education Facilities; **Policy 76** Healthcare Facilities
- *Section 9*: **Policy 80** Supporting Sustainable Access to Development; **Policy 81** Mitigating the Transport Impact of Development; **Policy 82** Parking Management
- *Section 10:* **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

26.3 Appraisal

26.3.1 The South Cambridge Functional Area is generally more deprived towards the east. New development and growth can benefit the deprived areas to the east through creating new employment opportunities, housing, and other forms of infrastructure including open space provision and public transport.

26.3.2 **Policy 3** sets out the spatial strategy regarding residential development whilst **Policy 2** sets out the spatial strategy for employment development. **Policy 13** sets out the general principles for development at the Areas of Major Change, of which three (**Policies 15**, **16** and **17**) fall within the South Cambridge Functional Area. Additionally, a number of Site Specific Development Opportunities are located in the area under **Policy 26**. Taken together these policies provide for a significant amount of development in the area, with which it will be important to deliver successful new communities.

26.3.3 **Policy 13** sets the general principles for development in Areas of Major Change. Development must include necessary infrastructure and provide a community strategy to demonstrate how the development will integrate with existing communities and create successful new communities. **Policy 57** seeks to create successful places that are designed to be attractive, high quality, accessible, inclusive and safe. Consideration of the need to link existing and new communities together, and also consideration of the design of the new community and how it will function, should have a **significant positive effect** in terms of creating successful new communities and also addressing deprivation through linking deprived communities to new development.

26.3.4 **Policy 17** Southern Fringe Area of Major Change seeks to deliver high quality new neighbourhoods for Cambridge including a mix of residential properties (including affordable housing); community infrastructure including a health centre, library and meeting rooms; education including up to 5.6 hectares for a secondary school and a primary school; local shopping and services; and open space and recreation including allotments and children's play areas. Through providing such development and supporting infrastructure in line with **policies 13** and **57** above this should also lead to **significant positive effects** in terms of creating successful communities.

26.3.5 Employment land in the Areas of Major Change is set to be delivered through **Policy 16** Cambridge Biomedical Campus including Addenbrooke's Hospital and **Policy 15** South of Coldham's Lane. **Policy 16** seeks to deliver development at the Cambridge Biomedical Campus for healthcare needs or biomedical/biotechnology research with associated supporting activities including a hotel, seminar conference centre, and small scale amenities. **Policy 15** seeks to deliver small scale commercial land to the north of the railway. **Policy 26** makes provision for 9.97ha of additional employment land above the previous Local Plan allocations. These new employment opportunities should benefit the more deprived areas in the east of the Functional Area and lead to **significant positive effects**.

26.3.6 A recognised sustainability objective of the plan is to capitalise on opportunities to encourage use of public transport, walking and cycling. The Site Appraisal Interim SA highlights that many of the sites have poor access to community infrastructure and poor provision of cycle infrastructure. Transport **Policies 80, 81** and **82** seek to promote sustainable transport and reduce reliance on the car; while **Policy 13** requires proposals to be of higher densities around key transport interchanges, District Centres and Local Centres. Additionally **Policy 85** requires new development to be supported by the required infrastructure at the appropriate stage, including that of transport infrastructure.

26.3.7 **Policies 15, 16** and **17** all require improvements to walking and cycling infrastructure, and specifically extending conventional bus services to meet the needs of the resident and working population, linking to the Cambridge Busway, Park and Ride and ensuring transport links between different Areas of Major Change. These provisions should result in **significant positive effects** in terms of encouraging use of public transport, walking and cycling whilst also increasing access to employment opportunities from more deprived parts of the city.

26.3.8 The South Cambridge Functional Area contains Green Belt land and a large amount of open space, although much of it is private land and inaccessible to the public. In terms of the Green Belt, **Policies 4** and **8** apply. **Policy 8** requires development proposals on the urban edge, within green corridors, green belt and open space to conserve and enhance landscape setting, promote access to the countryside / open space where appropriate, and include landscape improvement proposals that improve visual amenity and enhance biodiversity.

26.3.9 **Policy 68** requires residential development proposals to contribute to the provision of open space and recreation facilities on-site or off-site through developer contributions. Open space is protected under **Policy 67** and **Policy 59 which** require landscape, public realm and boundary treatments to be designed as an integral part of new development proposals, co-ordinated with adjacent sites.

26.3.10 **Policy 26** allocates four sites for Green Belt land release and details a list of criteria which would need to be met in order for development to occur. These criteria relate to landscaping and preserving the existing character of the Green Belt. Other sites on the urban fringe are allocated under **Policies 16** and **17**.

26.3.11 Development would lead to some loss of the Green Belt however the policies in the plan should lead to improvements and enhancements in access to and quality of urban open spaces. Providing that the negative landscape and visual effects of development in the Green Belt are mitigated in line with plan policies, there would likely be no adverse effects and as such it would lead to **significant positive effects** in terms of maintaining and enhancing open spaces, green spaces and the Green Belt setting.

26.3.12 There is a need for the plan to support the achievement of identified priorities within Conservation Areas. Conservation areas are addressed by **Policy 61** which seeks to ensure the conservation and enhancement of Cambridge's historic environment. This policy alongside other design policies which require consideration of the relationship between the site and its surroundings should help to ensure adequate protection of the Conservation Areas.

26.3.13 Specifically within South Cambridge; high levels of parking is an issue which needs to be addressed at Brooklands Avenue Conservation Area and addressing heavy traffic on the High Street is a key concern in the Trumpington Conservation Area. As discussed in the appraisal above, transport **Policies 80 to 82** and transport infrastructure requirements in **Policies 15 to 17** should contribute towards addressing the transport-related issues in the Conservation Areas. Development in the wider Functional Area should help to achieve modal shift to public transport, walking and cycling, and reduce reliance on the car, as such it should lead to **significant positive effects** in terms of achieving identified priorities in Conservation Areas.

26.3.14 The Cambridge Surface Water Management Plan identifies Cherry Hinton as a 'wetspot' i.e. at particular risk of flooding. The Management Plan states that there is a need for increased maintenance of watercourses and surface water drains; and the uptake of engineering options including attenuation features, such as swales, basins and wetlands and source control elements such as permeable paving and rain gardens. **Policies 31** and **32** set out the Cambridge approach to Integrated Water Management and Flood Risk respectively and **Policy 66** requires paving in front gardens to consist of permeable surfaces. In particular, **Policy 32** requires no increase in flood risk and, for previously developed land, proposals should reduce flood risk.

26.3.15 Taken together the above policies fulfil the requirements of the Surface Water Management Plan and should reduce flood risk in the Functional Area, particularly at Cherry Hinton. As such the Plan should lead to **significant positive effects** through reducing flood risk.

26.3.16 Several other policies set to be included in the Local Plan could have implications for South Cambridge:

- **Policy 41** Protection of Employment sites **–** one site (north of West Anglia Branch Line) is designated as a Protected Industrial Site which could lead to positive effects in terms of employment and deprivation in the east of the Functional Area;
- **Policy 52** Protection of Garden Land and Subdivision of Existing Dwelling Plots – this policy would afford greater protection to gardens, with likely positive effects in terms of flood risk; and
- **Policy 73** Community and Leisure Facilities; **Policy 74** Education Facilities; and **Policy 75** Healthcare Facilities - Facilities provided as part of development could reduce the distance necessary to travel to access such facilities, likely leading to positive effects in terms of sustainable transport.

26.4 Conclusions and recommendations

26.4.1 The Local Plan has been appraised to lead to **significant positive effects** in terms of all of the relevant sustainability objectives in the South Cambridge Functional Area. The level of growth proposed and the associated transport and community infrastructure should lead to the delivery of successful new communities that are integrated with other areas, particularly those in the east that are generally more deprived. Development requiring the release of the Green Belt is subject to policies that mitigate for the loss of land by improving the quality and public access to open space whilst ensuring there is no residual adverse landscape or visual impact. Sustainable transport policies seek to achieve modal shift and in combination with historic environment policies should benefit conservation areas by reducing the impact of traffic and parking. And, finally, flood risk at Cherry Hinton should be reduced by requiring sustainable drainage infrastructure, attenuation features, wetland creation and permeable paving.

26.4.2 No recommendations are made.

27 EAST CAMBRIDGE

27.1 Relevant sustainability objectives:

- Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting;
- Address deprivation across quite expansive areas;
- Maintain the character of particular neighbourhoods; and
- Capitalise on opportunities to encourage use of public transport and walking/cycling.

27.2 Relevant plan policies:

27.2.1 Whilst all policies included in the plan will apply to this functional area to some extent, the following have particular relevance given the opportunities, issues, and constraints specific to this area of the city.

- *Section 2:* **Policy 2** Spatial Strategy for the Location of Employment Development; **Policy 3** Spatial Strategy for the Location of Residential Development; **Policy 5** Strategic Transport Infrastructure; **Policy 8** Setting of the City
- *Section 3:* **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 12** Cambridge East; **Policy 15** Land South of Coldham's Lane; **Policy 20** Station Area West and Clifton Road Areas of Major Change; **Policy 23** Mill Road Opportunity Area; **Policy 24** Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area; **Policy 26** Site Specific Development Opportunities
- *Section 5*: **Policy 40** Development and Expansion of Business Space; **Policy 41** Protection of Business Space
- *Section 7:* **Policy 55** Responding to Context; **Policy 56** Creating Successful Places; **Policy 59** Designing Landscape and the Public Realm; **Policy 61** Conservation and Enhancement of Cambridge's Historic Environment; **Policy 67** Protection of Open Space; **Policy 68** Open Space and Recreation Provision Through New Development
- *Section 9*: **Policy 80** Supporting Sustainable Access to Development; **Policy 81** Mitigating the Transport Impact of Development; **Policy 82** Parking Management
- *Section 10:* **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

27.3 Appraisal

27.3.1 The East Cambridge Functional Area is generally more deprived towards the north within Abbey ward and also to the east although to a lesser extent). The third, fourth and tenth most deprived Super Output Areas in Cambridge are found within the East Cambridge Functional Area. New development and growth can benefit these deprived areas to the north and east through creating new employment opportunities, housing, and other forms of infrastructure including open space provision and public transport.

27.3.2 Policy 13 sets out the general principles for development in the Areas of Major Change and Opportunity Areas, of which four (**Policies 15, 20, 23** and **24**) fall within the East Cambridge Functional Area. Additionally, a number of residential Site Specific Development Opportunities are located in the area under **Policy 26**. Taken together these policies provide for a significant amount of development in the area, with which it will be important to deliver contributions towards meeting the sustainability objectives for the area.

27.3.3 **Policy 12** (Cambridge East) safeguards land at Cambridge Airport for redevelopment beyond the plan period. Three adjacent smaller residential sites are allocated to come forward during the plan period; one of these is located almost entirely within South Cambridgeshire. **Policy 15** makes provision for commercial uses on closed landfill sites (although the commercial land is located in neighbouring South Cambridge Functional Area). **Policy 20** (Station Area West and Clifton Road Areas of Major Change) sets out the land use mix for development around the train station which includes B1 employment land, a mix of A-class uses and supporting uses such as hotels and community uses. **Policy 23** (Mill Road Opportunity Area) allocates three sites for residential development and seeks to improve the diversity, vitality and viability of a distinctive area of the city.

27.3.4 The main location of new employment opportunities is based around the train station although the designation of Opportunity Areas could lead to additional employment. The scale of employment proposed is likely to lead to **significant positive effects** in terms of employment; however the degree to which this benefits residents of Abbey Ward through addressing deprivation will depend on how accessible the new employment opportunities are, both in the nature of the employment (for example in terms of skills and qualifications required) and how well-served the area is by public transport, walking and cycling.

27.3.5 A sustainability objective in the East Cambridge Functional Area is to maintain the character of particular neighbourhoods. In this respect, **Policies 55, 56** and **59** should be of benefit. **Policy 55** seeks to protect and enhance the special character of Cambridge by encouraging development that responds to its context. **Policy 56** supports development that is designed to be attractive, high quality, accessible, inclusive and safe, positively enhancing the townscape. **Policy 59** concerns landscape and the public realm and states that external spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and co-ordinated with adjacent sites and phases. Taken together these policies should ensure that development proposals lead to **significant positive effects** in terms of maintaining the character of neighbourhoods and leading to high quality development.

27.3.6 Development proposed in the Section Three policies (**Policies 9-26**) allocate complementary land uses together (for example residential development in residential areas and employment uses in accessible location adjacent to other employment uses) which should respect the character of such locations and neighbourhoods. Opportunity Areas are designated at Mill Road (**Policy 23**) and Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area **(Policy 24**).

27.3.7 Mill Road is a district centre that is cherished for the variety of its independent shops and its arts and cultural role. **Policy 23** seeks to retain the character of the area by not allowing the amalgamation of small units into larger units, in all but exceptional circumstances in order to support smaller independent traders, which should have the benefit of encouraging diversity and supporting the established businesses that characterise the area. To strengthen the distinctiveness of Mill Road and ensure its long term success and viability, the policy seeks to encourage the development of arts and cultural facilities and intends to deliver a series of co-ordinated streetscape and public realm improvements; including a better pedestrian environment. These measures should help to both support and protect the strong community in the area and aid the local economy thus creating positive effects. However, whilst Mill Road is an extremely busy and narrow road which creates conflicts between cars, buses and cyclists, this issue is not strongly addressed. It is suggested that the policy could be improved by calling for development proposals to improve the environment for cyclists (e.g. wording from **Policy 25**: '*create safer streets with priority for pedestrians and cyclists*') and to prioritise sustainable transport more generally (e.g. wording in **Policy 24**: '*promote and co-ordinate the use of sustainable transport modes*').

27.3.8 **Policy 24** refers to the local centre on Hills Road, the proposed centre at the station area and linkages to Cambridge Leisure Park. The policy aims to deliver and reinforce a sense of place through streetscape and public realm improvements including key projects which seek to promote the character and distinctiveness of the area. Through the place-specific Opportunity Area policies that seek to retain and enhance what makes these areas special the Local Plan should lead to **significant positive effects** in terms of maintaining the character of particular neighbourhoods in the city.

27.3.9 A recognised sustainability objective of the plan is to capitalise on opportunities to encourage use of public transport, walking and cycling. Transport **Policies 80, 81** and **82** seek to promote sustainable transport and reduce reliance on the car; while **Policy 13** requires proposals to be of higher densities around key transport interchanges, District Centres and Local Centres. Additionally **Policy 85** requires new development to be supported by the required infrastructure at the appropriate stage, including that of transport infrastructure.

27.3.10 A key policy in the East Cambridge Functional Area is **Policy 20**. The policy aspires to deliver a major regenerated multi-modal transport interchange which serves Cambridge and the wider sub-region, focused on the existing rail station. In addition to this there would be improved cycling and walking routes and facilities including the potential for future improvements for pedestrians and cyclists between Station Areas West and the Clifton Road Area, the main location for employment land delivery in the Functional Area. By focusing development at a sustainable location and increasing the capacity of public transport and linkages between modes this should lead to **significant positive benefits** in terms of encouraging use of sustainable transport.

27.3.11 These benefits are enhanced by **Policy 15** which makes provision for upgrading of existing public routes to support increased pedestrian and cycle access to the country park. **Policies 23** and **24** seek to create a low speed traffic environment, widen pavements and introduce more pedestrian crossings which should have the benefit of increasing safety for cyclists and pedestrians and further encourage modal shift.

27.3.12 The quality of open space is varied in East Cambridge and, in Romsey ward in particular, provision is low and only 36% of the spaces are publicly accessible. In terms of general open space policies; **Policy 68** requires residential development proposals to contribute to the provision of open space and recreation facilities on-site or off-site through developer contributions. Open space is protected under **Policy 67** whereby development is only permitted where replacement space (of greater quality and/or quality) is provided in the area; and **Policy 59** requires external spaces, landscape, public realm and boundary treatments to be designed as an integral part of new development proposals. For development on the urban edge, within green corridors, green belt and open space, **Policy 8** requires development proposals to conserve and enhance landscape setting, promote access to the countryside / open space where appropriate, and include landscape improvement proposals that improve visual amenity and enhance biodiversity. Additionally **Policy 85** requires the provision of infrastructure alongside development including open space.

27.3.13 Specifically within East Cambridge, **Policy 15** proposes the delivery of an Urban Country Park to serve the east of the city. As part of the scheme there would be public access and landscape improvements, and future management and funding arrangements for the on-going maintenance of the park. In addition **Policy 20** specifies a need for open spaces, both hard surfaced and green. The more general city-wide policies and provision of a new, high quality and accessible urban park should increase the quality of provision and lead to **significant positive effects** in terms of open space provision.

27.3.14 Several other policies set to be included in the Local Plan could have implications for South Cambridge:

27.3.15 **Policy 40** Development and Expansion of Business Space – this policy states that new offices, research and development and research facilities are encouraged around the train station, which could lead to positive effects in terms of addressing deprivation and encouraging sustainable transport.

27.3.16 **Policy 41** Protection of Employment sites **–** three sites are designated as Protected Industrial Site which could lead to positive effects in terms of employment and deprivation in the north east of the Functional Area.

27.4 Conclusions and recommendations

27.4.1 The Local Plan has been appraised to lead to **significant positive effects** in terms of most of the sustainability objectives identified in the East Cambridge Functional Area. The level of growth proposed at sustainable locations should help address deprivation and encourage use of sustainable modes of transport. The Opportunity Area policies and wider design policies should ensure that the character of neighbourhoods is maintained and enhanced. Plan policies seek to protect and enhance the quantity and quality of open space provision and the creation of a new urban country park should improve access to and quality of provision.

27.4.2 Recommendation:

- Ensure that transport links and the new multi-modal transport interchange at the rail station allow new employment opportunities surrounding the train station to be accessed by deprived areas in Abbey Ward.

28 WEST CAMBRIDGE

28.1 Relevant sustainability objectives:

- Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting;
- Maintain the exceptional character of the built environment and address priorities identified within the designated Conservation Areas; and
- Capitalise on opportunities to encourage use of public transport and walking/cycling.

28.2 Relevant plan policies:

28.2.1 Whilst all policies included in the plan will apply to this functional area to some extent, the following have particular relevance given the opportunities, issues, and constraints specific to this area of the city.

- *Section 2:* **Policy 4** The Cambridge Green Belt; **Policy 5** Strategic Transport Infrastructure; **Policy 8** Setting of the City
- *Section 3:* **Policy 13** Areas of Major Change and Opportunity Areas – General Principles; **Policy 18** West Cambridge Area of Major Change; **Policy 19** NIAB 1 Major Area of Change
- Section 4: **Policy 34** Light Pollution Control; **Policy 35** Protection of Human Health From Noise and Vibration
- *Section 5:* **Policy 40** Development and Expansion of Business Space; **Policy 43** University Faculty Development
- *Section 7:* **Policy 55** Responding to Context; **Policy 61**Conservation and Enhancement of Cambridge's Historic Environment; **Policy 62** Local Heritage Assets; **Policy 67** Protection of open space; **Policy 68** Open Space and Recreation Provision; **Policy 69** Protection of sites of local nature conservation importance; **Policy 71** Trees
- *Section 9:* **Policy 80** Supporting Sustainable Access to Development; **Policy 81** Mitigating the Transport Impact of Development; **Policy 82** Parking Management
- *Section 10:* **Policy 85** Infrastructure Delivery, Planning Obligations and the Community Infrastructure Levy

28.3 Appraisal

28.3.1 West Cambridge is a generally affluent area and one in which large parts are dominated by College uses. There are significant areas of open space in the area; however, much is for College use and so publically accessible areas are relatively limited. There are a number of key heritage assets in the area, including conservation areas at Newnham Croft, Storey's Way, Conduit Head Road, and the West Cambridge conservation area. The outskirts of the West Cambridge area lie adjacent to countryside, including areas of Green Belt designation.

28.3.2 It is important that this key area is able to contribute to both the Cambridge economy and to addressing the demographic changes that will be affecting the city in future years. In order to do so to maximum effect, development in the area will require both support and restriction. As such, the provisions of the Local Plan are likely to have a range of implications.

28.3.3 In terms of the development of the West Cambridge economy, **Policy 40** is likely to be of importance due to its focus on supporting research and development in this area. This should help to build on existing economic strengths, with positive effects. In addition, the policy notes that larger employment sites, with multiple occupiers, should 'consider' whether they want to provide shared social spaces within the site. This is with the rationale of enhancing the vitality and attractiveness of such sites. This approach is in response to the Cambridge Cluster Study (2011) which found that the lack of a social aspect on newer peripheral employment sites makes them less attractive places to locate to. As such, this policy should result in positive effects. However, the approach could be strengthened by stating that such development 'must' provide shared social spaces, in order to help ensure viability.

28.3.4 A key element of the Cambridge and national economy is the city's universities, with this being one of the reasons why so many high technology and knowledge-based employers decide to locate in the area. Of note in this respect is **Policy 45** which states that the continued development of faculty, research and administrative sites in West Cambridge are to be supported, likely leading to positive effects.

28.3.5 One such site of university growth in Cambridge will be in the West Cambridge Area of Major Change, which is the focus of **Policy 18**. In this location, the University of Cambridge is seeking to intensify development on existing sites, with the principal land uses to be faculty development, research institutes, and commercial research and development. Additional uses will also be supported where they add to the social spaces and vibrancy of the area. As a result, this policy is likely to support both economic and social gains in the area. It is however important to note that increased activity as a result of development at this site could put further pressure on the environment, and on the amenity of nearby residents; with particular concerns highlighted as being impacts on biodiversity and noise and light pollution. In order to address these potential issues the policy states that densification will only be supported if the masterplan takes account of the full range of employment uses and supporting facilities and amenities, respects the adjacent important Green Belt setting, and respects other neighbouring residential uses. In addition, the policy calls for a comprehensive transport strategy for the site to be developed to minimise reliance on private car, and for access to be provided to key sites in the city (e.g. the railway station) for all. Overall, this policy addresses the need for economic growth in the area, whilst also providing for the protection and enhancement of social and environmental assets; it should therefore result in **significant positive effects**. Nonetheless, the policy could be improved by making explicit the need for the provision of publically accessible green space given the limited levels available currently. In addition, the need to protect biodiversity could be made clearer given the direct and indirect impacts that densification could have. Both of these goals could potentially be met by calling for suitable green infrastructure to be incorporated into any masterplan.

28.3.6 Another major driver of change in the city in future is the expected growth in the size of its population. In order to ensure the wellbeing of the future population, and to secure economic growth, suitable residential accommodation will be required. A large degree of the provision of housing in West Cambridge (with some overlap into North Cambridge) is to take place in NIAB 1 Major Area of Change. This area is the focus of **Policy 19** which notes that a new neighbourhood is to be established. This will include a mix of residential properties, including 40% affordable housing, and so is likely to lead to benefits given the level of demand for such housing in the city. In addition, the policy looks to ensure that the neighbourhood is supported by complementary uses (community facilities, open space etc.) and so should ensure that the level of provision of such facilities is high, with social benefits. Sustainable transport is also well supported, as development is expected to provide for walking, cycling, and a direct link for public transport. However, this approach could be strengthened by calling for a comprehensive transport strategy to be produced for the development (as is the case for **Policy 18**). This may be of particular importance given the position of the area on the outskirts of the city. In addition, it is noted that key constraints on the site include noise pollution from the A14 and footpaths crossing the site. The policy could therefore be improved by making explicit the need for development proposals / master plans to take into account these issues. Despite these concerns, the policy balances residential growth with protection well and is likely to lead to **significant positive effects** overall.

28.3.7 Both Areas of Major Change proposed in the West Cambridge area may have adverse effects in terms of neighbouring amenity due to the scale and type of development proposed. In addition to the provisions made in the Area of Major Change policies themselves (**Policies 18** and **19**), other Local Plan Policies are of relevance to addressing these concerns. These include **Policy 34**, which looks to limit the impact of light pollution; and **Policy 35**, which focuses on the protection of human health from noise and vibration. These policies are likely to help prevent adverse effects resulting from large scale development in the area and so should lead to positive effects.

28.3.8 A key consideration given the scale of development proposed in West Cambridge is that of infrastructure provision. **Policy 85** is vital in this regard. It states that new development must be supported by required infrastructure and, where existing infrastructure will be placed under strain due to the impact of new development, improvements to existing infrastructure or compensatory provision should be made. It also states that planning obligations and / or a CIL could be required in order to provide such infrastructure, including public transport, education, healthcare community facilities and open space. These measures should help to ensure that there is no reduction in the area's key infrastructure and that, where appropriate, some degree of funding new infrastructure is provided. Also of relevance in this respect is **Policy 13**. This notes that development in Areas of Major Change should seek to protect existing public assets, including open space and leisure facilities, and that where the loss of such assets is unavoidable appropriate mitigation is undertaken to offset the loss. Given the two Major Areas of Change in West Cambridge, and the scale of development proposed, these policies are likely to lead to **significant positive effects**.

28.3.9 In terms of transport it is notable that one site in West Cambridge allocated through the plan has constraints, with Mount Pleasant House having poor cycling conditions. In cases such as these, the provisions of the plan's wider focused transport policies will be important. These include **Policy 5**, which requires development proposals to contribute to the implementation the Cambridgeshire Local Transport Plan; and **Policy 80**, which identifies the key transport related elements that development proposals must demonstrate and which requires new developments to prioritise access by sustainable modes of travel. **Policies 81** and **82** also seek to promote sustainable transport and reduce reliance on the car; while **Policy 85** requires new development to be supported by the required infrastructure at the appropriate stage, including that of transport infrastructure. Given the amount of development to be brought forward over the plan-period and the peripheral location of much of this development, these policies appear likely to result in **significant positive effects**.

28.3.10 In terms of the green infrastructure available for community use, publically accessible open space is a key concern in West Cambridge; in all just 7% of open space in Castle Ward and 25% of open space in Newnham Ward is accessible. Given such limitations, **Policy 68** in particular should result in benefits as it calls for all residential development proposals to contribute to the provision of open space and recreation facilities onsite, with this provision to address local deficiencies where possible. This approach is further supported by **Policy 67**. This states that development proposals will not be permitted which will harm the character of, or lead to the loss of, open space of recreational importance unless it can be satisfactorily replaced. The focus on both protection and provision set out through these policies should result in **significant positive effects** in the area.

28.3.11 Another important type of open space in the West Cambridge Functional Area is the Green Belt, with Newnham Ward lying adjacent to the countryside, with areas of Green Belt running through and around the built-up area. Such areas are recognised for their role in providing for sport and recreation, amenity and biodiversity. With this being the case, **Policy 4** is likely to result in positive social and environmental effects given its focus on protecting the Green Belt from development except in very special circumstances. Similarly **Policy 8** (Setting of the City) seeks to ensure that the area between the urban edge and the countryside is protected from inappropriate development, by requiring proposals to demonstrate that they respond to, conserve, and enhance the landscape setting; again with likely positive effects.

28.3.12 The landscape setting of the city is a concern of a number of the Local plan policies, with these potentially being of importance in West Cambridge given the area's landscape assets, including views over the city from Castle Mound and the Backs. The protection of such assets is likely to be supported through **Policy 55** which notes that development is to use appropriate local characteristics to help inform the use, siting, massing, scale, form, materials and landscape design of new development. This should help to ensure development is well integrated with its immediate locality and the wider city, with positive effects.

28.3.13 The provisions of **Policy 55** are also important in terms of the protection of the heritage assets of West Cambridge. These assets are numerous and include conservation areas at Newnham Croft, Storey's Way, Conduit Head Road, and West Cambridge. This policy requires proposals to identify and respond positively to existing features of natural, historic, or local importance on and close to proposed development sites. Further protection is likely to be provided by **Policy 61**, which sets out to conserve or enhance the significance of the heritage assets of the city, and to retain buildings and spaces whose loss would cause harm to the character of a conservation area; and **Policy 62**, which sets out a general presumption in favour of the retention of local heritage assets. Given the scale of proposed development, and the sensitivity and significance of the area's heritage assets, these policies are likely to result in **significant positive effects**. For instance, they may help to ensure that any potential impacts of development at Mount Pleasant House (which could impact on a nearby historic park and garden, a building of local interest, and local archaeology).

28.3.14 Another asset that will be important to conserve in the West Cambridge area will be its sites of biodiversity importance, with impacts possible through development, such as in the West Cambridge Area of Major Change. The protection of designated areas is the focus of **Policy 69**, which sets out criteria for the protection of sites of local nature conservation importance. Such protection should result in positive effects. In addition, it is notable that there are a number of Tree Preservation Orders on the sites allocated at Mount Pleasant House. **Policy 71** is likely to have positive effects with regards to these assets, noting that development proposals should preserve, protect and enhance existing trees and hedges that have amenity value.

28.4 Conclusions and recommendations

28.4.1 Both the policies put forward to address the development issues of West Cambridge specifically, and those wider policies of particular relevance to development in this area, are considered likely to result in positive effects overall. This is due to an appropriate balancing of growth and protection, with development only to be brought forward where it is demonstrated that social and environmental assets are to be preserved or enhanced. There is however some opportunity to tighten the criteria in some of the policies outlined, and to make explicit certain additional requirements.

28.4.2 The following recommendations are made:

- Ensure that peripheral employment sites incorporate social spaces;
- Make explicit the need for the provision of publically accessible green space and biodiversity protection in the West Cambridge Area of Major Change;
- Call for a comprehensive transport strategy to be produced alongside development proposals in the NIAB 1 Area of Major Change; and
- Ensure that development proposals in the NIAB 1 Area of Major Change take into account the area's noise pollution and footpath related constraints

PART 4: WHAT ARE THE NEXT STEPS (INCLUDING MONITORING)?

29 INTRODUCTION (TO PART 4)

The SA Report must include…

- A description of the measures envisaged concerning monitoring

29.1.1 This Part of the SA Report explains the next steps that will be taken as part of the plan-making / SA process, including in relation to monitoring.

30 PLAN FINALISATION, ADOPTION AND MONITORING

30.1.1 Once the period for public representations on the Draft Cambridge Local Plan (the 'pre-submission' plan) has finished the main issues raised will be identified and summarised by the Council, who will then consider whether the Plan can still be deemed to be 'sound'. Assuming that this is the case, the Plan (and the summary of representations received) will be submitted for Examination.

30.1.2 At Examination the Inspector will consider representations (and findings presented in this SA Report) before then reporting back on the Plan's soundness. Once found to be 'sound' the Plan will be formally adopted by the Council. At the time of Adoption a 'Statement' must published that sets out (amongst other things) *'the measures decided concerning monitoring'*.

30.2 Monitoring

30.2.1 At the current stage – i.e. in the SA Report - there is a need to present *'a description of the measures envisaged concerning monitoring'* only. In light of the appraisal findings presented in Part 3, the following is suggested.

- It is proposed that this is the same as the monitoring and implementation schedule in Appendix M of the draft Local Plan

APPENDIX I: INTERIM APPRAISAL STEP 1 - OVERVIEW

Introduction

Set out below are 43 tables, each of which tells a 'story' - for a given plan issue - about the consideration of alternatives that has preceded development of a preferred policy approach / preparation of the Proposed Submission Plan.

The importance of telling this 'story' stems from the requirement for the SA Report to present 'outline reasons for selecting the alternatives dealt with'; a requirement that is taken to have a duel-meaning –

1) Discuss why it was 'reasonable' to appraise alternatives for the issue at hand (given that appraising alternatives is a particularly systematic and resource intensive way of addressing a plan issue) / discuss why the particular range of alternatives appraised was (and remains) 'reasonable'
   - In the tables below, this discussion is presented under the banner of: *'Outline reasons for this selection'*

2) Explain (in the form of 'outline reasons') why – for each plan issues - the preferred approach (as set out in the Proposed Submission Plan) was selected in light of the appraisal of alternatives.
   - In the tables below, this discussion is presented under the banner of: *'Outline reasons for selecting the preferred approach subsequent to appraisal'*

The discussion under (2) includes reference to 2012 interim appraisal findings (i.e. appraisal findings from May 2012 Interim SA Report).

It is important to note that 2012 interim appraisal findings in relation to the issues/alternatives listed in the tables below are not repeated in full in this SA Report. Should readers wish to understand more about the sustainability merits of the alternatives listed in the tables below, then this information can be found within the May 2012 Interim SA Report, which is available at https://www.cambridge.gov.uk/local-plan-review-issues-and-options-report.

Readers should also note that the May 2012 Interim SA Report / June 2012 Issues and Options consultation document did present a consideration of options for many plan issues besides the 43 listed below; however, these options need not be a focus of discussion within this SA Report. This is on the basis that 'they' were presented as stand-alone suggested approaches (to addressing a given plan issue); as opposed to alternative approaches. In-line with SEA Regulations, this SA Report should focus on the draft plan and *alternatives*.

'Outline reasons for selecting the alternatives dealt with' in relation to 43 plan issues

The tables below present 'outline reasons for selecting the alternatives dealt with' in relation to 43 plan issues.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
1) Broad spatial strategy	1) 12,700 new homes to 2031 - Urban growth	This is a key plan issue, and hence is discussed within a dedicated Appendix – see **Appendix II**.	
	2) 14,000 new homes to 2031 - The current development strategy		
	3) 21,000 new homes to 2031 - Enhanced levels of urban and Green Belt growth		
	4) 25,000 new homes to 2031 / Significantly increased levels of urban and Green Belt growth		

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
2) Level of employment provision	1) 10,000 new jobs to 2031 2) 15,000 new jobs to 2031 3) 20,000 new jobs to 2031	The options presented were arrived at by looking at forecasts of future levels of job growth and by considering how these will impact on Cambridge's economy. Option 1 (10,000 new jobs to 2031) is based on a 'low growth' [i.e. lower than baseline national GDP growth] scenario run of the Cambridge Econometrics forecasting model. It is similar to the level of job growth between 1991 and 2001 (according to the model).[58] Option 2 (15,000 new jobs to 2031) is based on a 'baseline' [based on a GDP growth between 2.4% and 2.6%] scenario run of the Cambridge Econometrics forecasting model. It is also similar to the level of jobs growth predicted by the trend based Cambridgeshire Development	The Interim SA identified that the 20,000 new jobs option (Option 3) would have a positive impact on the local and national economy, particularly if a balanced approach is pursued in terms of other land uses (particularly housing) and the types of jobs created. Since publication of the Issues and Options report (June 2012) and Interim SA Report further work on Objectively Assessed Need (through the SHMA and the Cambridgeshire County Council Population, Housing and

[58] http://www.cambridgeshire.gov.uk/business/research/economylab/Cambridgeshire+scenarios.htm

		Study forecasts and the past level of job growth identified by the East of England Forecasting Model (EEFM) between 1991 and 2001. Option 3 (20,000 new jobs to 2031) is based on a 'high growth' [based on a 0.5% higher than baseline national GDP growth] scenario run of the Cambridge Econometrics forecasting model. It is also similar to the level of jobs growth predicted by EEFM baseline forecast, and the Cambridge Econometrics baseline forecasts incorporating county population projections. No option below 10,000 new jobs was considered on the basis that such an approach would constrain Cambridge's economic potential. Cambridge is a world leader in higher education and research, and the City's contribution to national and regional economic success is well understood. Failing to meet the land and floorspace requirements of business would constrain the potential of the local and national economy. No option above 20,000 new jobs was considered as there would be implications for the demand for new homes.	Employment Forecasts Technical Report) has identified an objectively assessed need for 22,100 jobs to 2031. The methodology used to calculate this figure is consistent with neighbouring authorities; hence this figure is the Council's preferred option. This is closest to Option (3).

Issue	Alternatives[59]	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
3) Broad locations for future development	1) Development within the Urban Area of Cambridge 2) Broad Location 1: Land to the North & South of Barton Road 3) Broad Location 2: Playing Fields off Grantchester Road Newnham	To ensure that the testing process for the Local Plan was robust, all possible locations at the edge of Cambridge (including areas which straddle the boundary with South Cambridgeshire District Council) were identified as broad locations in the Issues and Options Report.	Interim SA identified positive and negative aspects of each broad location. As a result of the SA, and consultation responses to the Issues and Options Report none of these areas were dismissed at this stage and sites within all of these areas were subsequently assessed by way of a pro forma (which 'integrated' SA) at

[59] N.B. These are locational *options* as opposed to *alternatives*, i.e. they are stand-alone suggestions. They were appraised with no assumption as to their mutual exclusivity.

	4) Broad Location 3: Land West of Trumpington Road		Issues and Options 2 stage (see discussion in Chapter 11).
	5) Broad Location 4: Land west of Hauxton Road		
	6) Broad Location 5: Land South of Addenbrookes Road		
	7) Broad Location 6: Land South of Addenbrooke's and Southwest of Babraham Road		
	8) Broad Location 7: Land between Babraham Road & Fulbourn Road		
	9) Broad Locations 8, 9 and 10		

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
4) Settlement hierarchy	1) Maintain the current hierarchy of centres with new additions	In line with the NPPF, local plans should define a network and hierarchy of centres that is resilient to anticipated future economic changes. The vitality and viability of centres should be supported and policies developed for the management and growth of centres over the plan period. The hierarchy will also be the basis of the sequential approach. At the time of the Issues and Options Report the City Council was carrying out a survey to assess how the centres are functioning and whether there should be any changes to the	The preferred approach taken is a hybrid of the two options, which changes the position of some centres within the hierarchy and recognises the new centres coming forward at the station and in the urban extensions. However, it also protects all of the smaller centres, which may have lost their protection, as neighbourhood centres. This recognises the benefit of these smaller centres to local people for day-to-day needs. This is in line with interim SA findings, which suggested that the best approach in terms of sustainability is to ensure
	2) Change the position of some centres within the hierarchy with new additions		

		centre boundaries and positioning of centres within the hierarchy. This approach led to the alternatives presented here.	that the hierarchy is based upon current information on how the hierarchy is functioning.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
5) Cambridge East	1) Retain current allocation for development of an urban quarter 2) Remove the allocation, but safeguard the land for development post 2031. 3) Remove the allocation and return the land back to the Green Belt	The development of a major new urban quarter for Cambridge at Cambridge East, comprising 10,000-12,000 new homes, was a key part of the spatial strategy in the current Local Plan and South Cambridgeshire Local Development Framework. In February 2008, the councils jointly adopted the Cambridge East Area Action Plan (AAP). Whilst Marshalls had been actively looking into relocation options for the airport activities since 2006, they announced in April 2010 that they intended to remain at Cambridge Airport for the foreseeable future, i.e. beyond 2031. This meant that the councils would need to explore implications for the future direction of development in their respective areas as well as how the current allocation should be dealt with through the review process. Option (1) is to retain the current allocation for development of a new urban quarter at Cambridge East. This approach would provide flexibility if circumstances changed again in the period to 2031. Option (2) is for the Airport	The preferred approach is to remove the allocation but safeguard the land for development post 2031 for most of the site (Option 2). Three parts of the site (one mainly in South Cambs, one other cross border site and one entirely within Cambridge) are to be safeguarded for development. Interim SA suggested 'uncertainty' in terms of the merits of each option, but noted that Option (2) provides less certainty to developers and may hamper confidence in the local economy. The Council feels that Option (2) provides the most certainty to communities and developers that the majority of the site will not come forward before 2031, and the situation can be reviewed again in the future.

		land be safeguarded for future development at Cambridge East after 2031 on the basis that Cambridge East is one of the most suitable locations for the sustainable development of the area. Option (3) is to return the land to the Green Belt. This could be the whole site or the open parts of the site. This would be on the basis that the land will not be developed in accordance with the reasons that it was taken out of the Green Belt.	

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
6) Reduction of carbon emissions from new development	1) Detailed targets for onsite carbon emission reductions that relate to levels of the CfSH being sought 2) Detailed targets for onsite carbon emissions reductions in line with the findings of Decarbonising Cambridge 3) Leave carbon reduction to Building Regulations and continue to operate a percentage renewable energy policy.	The NPPF recognises the role that planning has to play in shaping places to secure 'radical' reductions in greenhouse gas emissions. Three alternative approaches are presented that are 'radical' to a greater or lesser extent: • Option 1 would involve setting detailed targets for on-site carbon reduction for residential development linked to level 4 of the Code for Sustainable Homes, rising to zero carbon from 2016 onwards. Targets for non-residential development would	In determining which policy approach to take forward into the draft Local Plan, a key factor has been the issue of conformity with the National Planning Policy Framework and its requirement for any local policy to be "consistent with the Government's Zero Carbon policy". Of the three approaches consulted on at the Issues and Options stage, the option of requiring a 44% reduction up to 2016, with the implementation of national Zero Carbon policy from 2016 (Option 1) is considered most likely to pass the test of conformity with the requirements of the National Planning Policy Framework. It requires that developers take a 'step' towards Zero Carbon development, which is considered appropriate. Also, it is the approach that is being delivered on many development sites within Cambridge at present and as such is demonstrably 'viable'. While it is noted that this approach is not fully in keeping with the recommendations of the Decarbonising Cambridge Report,

		be linked to Building Regulations; • Option 2 would involve setting detailed targets for on-site carbon emissions reductions in line with the findings of Decarbonising Cambridge (70% on-site carbon reduction for residential development); • Option 3 would involve leaving carbon reduction to Part L of Building Regulations, but continuing to operate a percentage renewable energy policy.	there is a concern that given the wording of the National Planning Policy Framework in relation to 'consistency with national Zero Carbon policy', this evidence base may not be sufficient to justify such a policy as it exceeds the level of carbon compliance which lies at the heart of the national Zero Carbon definition. Option (1) did receive support at the Issues and Options consultation. Interim SA noted that this approach would ensure that development was on the path to meeting Zero Carbon requirements in 2016, resulting in positive effects on many of the sustainability topics. However, the interim SA did favour Option (2), stating that - *"the evidence base suggests that higher levels of carbon reduction are possible, and therefore tighter standards than those presented in [Option 1] could potentially help Cambridge to achieve its Vision of being a low carbon city, with associated advantages in terms of competitiveness."*

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
7) Water efficiency	1) Target of water neutrality 2) Target of 80l/head/day 3) Target of 105l/head/day	Cambridge is an area of severe water stress. Water supplies are finite and abstraction can have a negative effect on the environment. Evidence indicated that beyond 2035, without the development of additional resources, the supply of water to new developments will exceed the available output. The Cambridge average is currently 150 litres/head/day. Three options were presented ranging from the	80 l/h/d target was chosen as the preferred approach as this is supported by Cambridge Water and is being delivered in viable new developments in Cambridge. It is therefore an option that is deliverable and viable and offers significant reductions in water use over the current Cambridge average. 105 l/h/d target was not chosen because it does not provide significant enough reduction in water usage.

		least cost 105l/head/day (which would still result in an increase in the amount of water being used in Cambridge each year) to Water Neutrality (which would be equivalent to not building at all but would be very costly to achieve, requiring action in the existing built environment as well as new development). A middle option of 80l/head/day was also presented.	Interim SA showed Water Neutrality to perform well in terms of sustainability objectives; however, this approach is unachievable at the 'scale' of the individual development as measures in the existing housing stock would need to be introduced. There is no current planning mechanism to implement this approach. However, it should be noted that the draft Water Bill, which was published in July 2012, is giving consideration to charging mechanisms and connection charges that may enable water neutrality to be implemented in the future without the need for a specific planning policy

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
8) Water efficiency in non-domestic buildings	1) Apply the BREEAM method and achieve the highest points available for all of the water criteria. 2) Achieve high water efficiency standards, i.e. BREEAM rating of 'very good' to 'excellent'	Evidence suggests that the highest water efficiency levels practicable would involve applying the BREEAM method and achieving the highest points available for all of the water criteria. This approach would lead to reductions of up to 65%; however, it is also important to test a more stringent approach, i.e. an approach that would involve working towards 'water neutrality. An alternative (less ambitious) approach would involve requiring BREAM 'very good to excellent', which may only result in reductions of 12.5%.	Option (1) is the preferred approach. The alternative option does not offer significant enough reductions in water usage (12.5%) and non-residential buildings can be significant users of water. Larger scale water efficiency schemes are also more cost effective.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
9) Tall buildings	1) Criteria based policy on the acceptability of tall buildings 2) Policy identifying specific areas suitable for tall buildings 3) Limits on building heights	Cambridge has a rich and varied skyline; however the overall character of the city's skyline is one of individual, rather than clustered, comparatively tall and slender structures (mainly church and college towers, turrets, spires and chimneys) emerging above a low lying city. The city generally lacks clustered modern towers and bulky buildings. There is concern that tall buildings could harm the character and skyline of both the historic centre and the city as a whole. These options build upon recent work carried out on the development of the Cambridge Skyline Guidance document, and have been informed by the outcomes of the public consultation on this guidance. They are considered to be 'the reasonable options' taking account of the special character of the Cambridge skyline and the role this has to play in the setting of the city.	Interim SA noted that all aesthetic considerations involve some uncertainty. Despite this, it noted that the criteria based approach (Options 1 and 2) should provide a useful framework for decision-making and in-turn offering protection to the city's townscape. Consultation at the Issues and Options stage revealed that the majority of respondents supported Option (1) and hence this is now the approach reflected in Policy 60 of the Plan. This approach is consistent with the document *"Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan* (2006)" produced in 2012 by the City Council. It is appropriate in the Cambridge situation as it reinforces the need to analyse and respond to local context and character when considering tall buildings. Due to the modest scale of the city, there is no need and little opportunity to create zoned areas for tall buildings. Whilst some locations lend themselves to localised increases in height - such as at local nodes (focal points of urban activity), key junctions and corners, at the ends of vistas, and at transport intersections - zoning for tall buildings would be crude in application and would not be responsive to local context or the particular characteristics of different parts of Cambridge. A blanket limit on height in the city (Option 3) is considered equally unsuitable. It could be too flexible in some areas and too restrictive in others. For example, given the sensitivity of important historic landmark buildings in the city centre, new buildings need to respect established views in this area and

			not "compete" against iconic college or ecclesiastical buildings. In other areas e.g. key nodes that are developing or could further develop, a specific height limit may be unresponsive to changing circumstances.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
10) Enhancement of biodiversity	1) Within all development 2) Within major developments only 3) Include reference to the enhancement of biodiversity within a policy focused on design of the public realm, landscape and other external spaces	The NPPF and the Council's Nature Conservation Strategy (2006) operate a no net loss of biodiversity principle, resulting from new development, whilst promoting opportunity for on and off-site enhancement. There is an important choice to be made between A) focussing efforts on larger development sites (where there can be the opportunity for maintaining / creating habitats that can make a significant contribution to the large-scale ecological networks) and B) focussing efforts across all development sites, including smaller sites where the 'gains' to be had will be of more local importance. Another option is to have a standalone policy that makes explicit reference to the need for developments to assess the site's position in the ecological network and provide suitable protection and enhancement of important features of nature conservation.	Interim SA found that all options were likely to have benefits by resulting in higher quality greenspaces across the City and so could potentially help to contribute to providing wider ecosystem services. Option (1) was thought to potentially provide the greatest gains as a standalone policy. Improvement of biodiversity is a theme throughout the draft Local Plan and is referred to in several policies. In particular Policy 59 refers to the fact that development will be supported where species are selected to enhance biodiversity through the use of native planting and/or species capable of adapting to climate change. Other policies also seek to protect biodiversity eg Policies 67, 69, 70, 71.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
11) Proportion of affordable housing required of qualifying developments	1) 40% or more 2) 50% or more 3) 30% or more	The availability of Affordable Housing in Cambridge to meet housing need is a key issue. The Strategic Housing Market Assessment sets out the annual need for 2,140 new Affordable Homes per year over the five years between 2009/10 and 2013/14 to deal with existing and newly arising housing need and then 592 per annum thereafter up to 2027/28. The Strategic Housing Market Assessment is in the process of being updated, and these figures may be subject to change. The Affordable Housing need in Cambridge is therefore much greater than the level of housing that can ever be fully met. Evidence from the draft Infrastructure Study 2012 suggests that 40% Affordable Housing is viable in Cambridge. A lower proportion (30%) of Affordable Housing may allow other sites that were not previously considered by developers to be viable to be brought forward; whereas vice versa a higher proportion (50%) would provide a greater contribution to need in the City but may result in development being rendered unviable on some sites.	Interim SA suggested the need to seek to achieve as high a percentage of Affordable Housing as possible; however, viability was a key determinant when selecting a preferred approach. Given the council's findings on viability, it was agreed at Development Plan Scrutiny Sub Committee in February 2013 that the preferred approach is to require 40% or more Affordable Housing units (on sites of 15 units or more). However, the qualifying threshold for affordable housing has been lowered and a staggered approach to affordable housing proposed as follows: • Sites of between 2 and 9 units – a minimum of 10% affordable housing; • Sites of between 10 and 14 units and sites of between 0.3 and 0.49 hectares – a minimum of 25% affordable housing; • Sites of 15 or more dwellings or sites of 0.5 hectares or more – a minimum of 40% affordable housing. This is in recognition of the level of housing need within the city and the findings on viability.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal

12) Qualifying threshold for affordable housing provision	1) Lower than current 2) Maintain current	With a view to encouraging greater provision of affordable housing there is also the need to consider the appropriate 'qualifying threshold'. Lowering the qualifying threshold may result in more affordable housing being built but could also mean fewer sites being developed due to viability issues.	In light of the level of housing need in the city, viability testing considered the impact of lowering the threshold of the Council's affordable housing policy to apply to smaller sites than currently covered by the adopted Cambridge Local Plan 2006 (15 units). This may be either through on-site provision of affordable housing or via a financial contribution mechanism. The Council's Small Sites Affordable Viability study (2013) tested a range of affordable housing options on sites of between 2 and 14 dwellings by running appraisals on a variety of development scenarios or site typologies that reflect the nature of development coming forward across the city. It was established that the Council's viability testing allowed for the following thresholds to be set within the policy: • Sites with capacity for between 2 and 9 dwellings should provide for a minimum of 10 per cent affordable housing; • Sites with capacity for between 10 and 14 dwellings or on sites of between 0.3 and 0.49 hectares should provide for a minimum of 25 per cent affordable housing on-site; • Sites with capacity for 15 dwellings or more or on sites of 0.5 hectares or more should provide for a minimum of 40 per cent affordable housing on-site.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
13) Affordable housing contribution from new student accommodation	1) Yes 2) No	Given the need for more affordable housing in Cambridge it was recognised that the option to require affordable housing contributions from new student accommodation should not be ruled out before careful consideration.	Requiring Affordable Housing contribution from new student accommodation would respond to the existing demand and need for increased provision, but it may have an adverse effect on viability of proposals for student accommodation and in turn lead to fewer proposals for student accommodation coming forward. This could exacerbate the existing pressure on the city's housing stock. These concerns were raised by interim SA. In investigating this issue, the council appointed Dixon Searle to undertake viability assessment on the provision of Affordable Housing through the delivery of student accommodation. On the basis of the results generated from analysis, Dixon Searle advised the council that the average surplus is too low to confidently recommend that the council include a policy for the collection of financial contributions from student accommodation at this stage. A notional very low charge could potentially be levied but this could mean that any financial contribution towards Affordable Housing could potentially reduce or even remove any buffering inherent within the Community Infrastructure Levy rate suggested for student accommodation. As such, the preferred approach is not to seek Affordable Housing contribution from new Student Accommodation (Option 2).

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
14) Housing mix (tenure)	1) Develop a policy that specifies the tenure mix 2) Not specify the tenure mix in the Local Plan but address through planning applications drawing on the SHMA and Affordable Housing SPD (which would be reviewed regularly)	In accordance with the NPPF, the Council encourages a mix of tenures to be provided as part of new development. With high levels of need for rented housing identified through the housing register, the Council currently resolves to achieve that 75% of Affordable Housing on qualifying sites should be Social Rented Housing and 25% Intermediate Housing. One option is to present a policy that specifies the tenure mix. In practice, this would be difficult to achieve in an evidence-based manner given continually changing local circumstances. A second option is to continue with the current approach and not specify the tenure mix; rather, advice on this would continue to be provided through the SHMA and Affordable Housing SPD (which enables flexibility).	Option 2 was supported at Development Plan Scrutiny Sub Committee in February 2013 and is in-line with the findings of the interim SA. The policy will allow for greater flexibility, by stating the need to consider tenure mix, making reference to the Strategic Housing Market Assessment and the council's Affordable Housing Supplementary Planning Document. Both the Strategic Housing Market Assessment and the council's Affordable Housing Supplementary Planning Document are capable of being updated more regularly than the Local Plan to reflect changing circumstances, including the ongoing impact of Affordable Rents and fundamental reforms to the welfare system.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
15) Housing mix (types and sizes)	1) Policy specifying the mix of housing sizes and types to be achieved 2) A more general policy	There is a need to ensure that a mix of dwelling sizes and types is provided, adding to the overall choice available and to meet a range of needs. There is a risk, however, in	Following agreement at Development Plan Scrutiny Sub Committee in February 2013, and in line with the findings of the interim SA, the council is pursuing Option (1), which will enable flexibility to adapt to any

	provision	being overly prescriptive. Inevitably, a balance must be struck.	future changes in circumstances in the wider economy and in the local housing market. Updates to the Strategic Housing Market Assessment and the council's Affordable Housing Supplementary Planning Document can reflect and allow for changes in local housing need more frequently and more regularly than through formal plan making.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
16) Density	1) No specific requirements (i.e. consider on a case by case basis in light of design considerations) 2) Establish minimum density for the city centre only 3) Establish a minimum density for sites within 400m of district and local centres on high quality public transport routes 4) Establish a minimum density of 30dph for all new development sites	Cambridge is a compact city and the efficient use of land is a key issue. By increasing density, land can be used more efficiently and can play an important role in delivering much needed housing and employment, as well as supporting local facilities and services as well as public transport. However, higher density creates challenges in delivering high quality development and in successfully accommodating functional aspects of a scheme, such as bins, bicycles, cars and private and public open space. A full range of options are presented based on different geographical boundaries, proximity to district and local centres, and transport interchanges; and a blanket density requirement across all new developments.	Consultation on all four options prompted suggestions that maximum densities should be established instead of minimum thresholds, to prevent 'cramming' and issues related to inadequate internal and external spaces. This reflects the fact that many schemes are perceived as excessively dense because they struggle to deal with providing a comfortable environment or the more functional challenges of accommodating bikes, cars and bins. It was considered that a policy of this nature would be too restrictive and may lead to sites within sustainable locations, which could support higher densities, not being optimised. Higher densities do not automatically equate to inappropriate, space poor developments. Through well thought out, careful design, it is possible to achieve good quality higher density living environments; for example, as demonstrated by the award winning Accordia development.

			Option (1) is preferred, which proposes to assess the density of new development on a case-by-case basis against local character, and other design and sustainability policies. On balance, this approach is in keeping with the findings of interim SA, which recognised shortcomings in all of the identified options on density.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
17) Space standards	1) Establish minimum standards based on the level of occupancy 2) Establish minimum standards for a range of dwelling types	The provision of sufficient space is an important element of good residential design and new dwellings should provide sufficient space for basic daily activities and needs. The options presented are based on national guidance and research undertaken looking at policies set by other local planning authorities. They present the only reasonable metrics by which minimum standards can be effectively ascribed.	The approach taken was to follow Option (1) on space standards given the specificity of use of bedspaces and the ease of including this information in design and access statements. However, within Option (1), following further research of existing standards across the country and consideration of developing a Cambridge-specific approach, it was considered that two main approaches on overall unit sizes required further consultation as a part of Issues and Options 2 (January – February 2013). Briefly, they comprised 'Option I.1' which originated from the London Housing Design Guide which informed the standards in the adopted London Plan (2011) and 'Option I.2', which stemmed from the Homes and Communities Agency Housing Quality Indicators (2008). Overall, Option I.1 was supported much more strongly than Option I.2. Some respondents objected to the inclusion of any policy in the Local Plan setting out space standards. These objections were based on concerns about the impact of such standards on the affordability and viability of housing. It should noted that some research was undertaken on the unit sizes of specific approved

			developments within Cambridge, in order to ascertain whether the proposed standards in Options I.1 and I.2 were significantly above the norm for Cambridge. A number of assessed schemes coming forward in the city were considered to meet or exceed the proposed standards. Additionally, the viability work on the delivery of Affordable Housing and for the Community Infrastructure Levy included minimum internal space standards for a range of dwelling units based on the London Plan standard in order to help test that building to this standard is viable.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
18) Space standards (external)	1) Establish minimum space standards for private outdoor amenity space 2) Set a more general provision	In relation to external space standards there is a need to consider whether this should be determined on the basis of the number of bed spaces within the dwelling. Alternatively, a more general policy provision could be set (i.e. a policy that does not set specific standards).	The approach taken is to pursue a flexible, criteria based policy for determining adequate provision of external amenity space for houses and flats. The criteria include those issues considered to be most influential in the development management process. The preferred approach is essentially a combination of Options (1) and (2). This approach is appropriate given the varied nature of the city and the need to consider context flexibly. Cambridge has a number of areas of varying townscape character, with different densities, dwelling types and sizes, garden sizes and distances between dwellings. A universal approach to external amenity space would not necessarily be contextually suitable. As such, it is considered that a criteria-based

			approach based on key issues such as location and context, orientation, shape and size of amenity space and its usability, is the most appropriate way forward. Additionally, the number of bedspaces provided by the dwelling will need to be considered in reaching an appropriate solution, providing space for seating, play space, drying and storage space. N.B. The council undertook further consultation in January and February 2013 on Issues and Options 2. This included Option I.3 on External Amenity Space, which took forward the agreed approach of combining Options (1) and (2).

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
19) Lifetime homes standards	1) Standard applied to all new housing developments 2) A proportion of new homes to meet standard	The Government's strategy for meeting the growing housing demands of an ageing population requires all new housing built with public funding to meet the Lifetime Home standard by 2011. Option (1) is to require all new private and Affordable Housing development to meet Lifetime Homes standards, i.e. flexible and adaptable housing to suit a range of needs and changing circumstances for all; despite the fact that this would have implications for development viability.	Whilst the *internal* requirements of Lifetime Homes are fairly straightforward to achieve and relate well to other standards such as the London Plan and Homes and Communities Agency's residential space standards, the *external* space standards can be more difficult to achieve on all sites, particularly in relation to parking layout and level access from this to the home. However, viability testing of residential development in setting the draft Community Infrastructure Levy charges has factored in both Lifetime Homes and Affordable Housing policy thresholds and percentages and found the policy approaches not to

		Option (2) is to require a proportion of new housing to meet Lifetime Homes standard. This would either seek to apply the current approach (i.e. a minimum 15% of new homes to meet the standard) or would require a higher proportion of new homes to meet the standard with a requirement that all new Affordable Housing should be to Lifetime Homes standards.	harm viability. As such, it was considered that Option 1 was not overly onerous and hence it has been taken forward. Option (2) is not favoured on the basis that it misunderstands the fundamental nature of Lifetime Homes as an application of the principle of inclusive design which tries to ensure that all designs are suitable for the full diversity of users and can be adapted to meet the diversity of needs of that user throughout their lifetime. On balance, this approach is in keeping with the findings of interim SA, which recognised shortcomings in both identified options.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
20) Protecting garden land and the subdivision of existing plots	1) Criteria based policy to enable small scale residential development and infill development in the rear of gardens 2) Policy to restrict infill development in rear gardens	Small scale housing developments and infill developments in the rear of gardens make an important contribution to the overall housing supply in Cambridge and add to the housing stock in ways that are in many respects 'sustainable'. However, in recent years, the issue of infill developments in the rear of gardens (sometimes known as 'garden grabbing') has become a contentious issue in Cambridge. One option is to set a criteria-based policy which acknowledges the importance that small scale residential development and infill development in rear gardens can play in increasing housing	Option (1) has been taken forward as it is likely to help increase delivery of much-needed new housing in Cambridge. In areas of existing low density development or where existing buildings are demolished, this policy could potentially achieve new housing without compromising sustainable communities and the quality of the environment. On balance, this approach is in keeping with the findings of interim SA which recognised shortcomings in both identified options.

		supply in Cambridge subject to certain factors. The criteria would allow appropriate sites to be developed and inappropriate development to be resisted. Another option is to resist the development in the rear of gardens. There is a risk that this would not represent a 'balanced approach' given the contribution such developments can make to overall housing supply.	

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
21) Selective management of the economy	1) Continue with current 'Selective Management' approach 2) Amend the 'Selective Management' approach to include some additional uses 3) No policy (market-led approach)	Cambridge has a long established policy of 'Selective Management of the Economy' whereby employment uses that have an essential need for a Cambridge location or provide a service for the local population are given positive support. This ensures that the limited supply of land in Cambridge is reserved for businesses that support the Cambridge economy. The Cambridge Cluster at 50 study noted that this approach may be having unintended consequences of discouraging large scale, high value manufacturing as well as high-tech headquarter functions from locating in the area, and recommended that the Council review this policy. National policy requires local authorities to plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries. Three alternative approaches are presented. Option (1) is based on the current approach of continuing with the	Option (3) – no policy - has been taken forward as there is a large supply of research and development land and a market-led approach should encourage large scale high value manufacturing and HQs of high tech firms to grow and move to the area; furthermore, it will encourage the redevelopment of less attractive business space and allow other sectors of the economy to grow. Interim SA noted that a market based approach would free up investment in new employment land and may result in a more efficient use of employment space. However, interim SA also suggested that this approach may not be the most effective

		selective management policy in the 2006 Local Plan. This approach would ensure that there is enough land for companies that benefit the Cambridge Phenomenon or those that serve the local economy, and that they are not priced out of the market by more generic, but higher value, uses. Option (2) would amend the selective management of the economy to allow for large scale, high value manufacturing and high tech headquarters to locate in Cambridge; despite the fact that this would likely mean less land available to pure research and development and other lower value uses that are fundamental to the success of the Cambridge economy. Option (3) would discontinue the policy of selective management of the economy. The approach would allow the market to decide which business should locate in new employment space in Cambridge and would remove a barrier to investment in new employment land.	for the city's economy as a whole.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
22) Protection of industrial and storage space	1) Continue with current approach (i.e. protection) 2) Amend the policy of Protection of Industrial and Storage Space by deleting all protected sites (leaving a criteria based policy) 3) Amend the policy of	The Council currently operates a policy of protecting industrial and storage space in Cambridge in order to maintain a diversity of employment opportunities and a full range of services in the city. However the 2008 Employment Land Review indicated that there have been substantial losses of employment land in Cambridge since 1998, much of this within industrial and storage use. The NPPF requires planning authorities to avoid the long term protection of sites allocated for employment use where there is no	Option (3) has been taken forward as employment land in Cambridge continues to come under pressure for redevelopment for residential use. To ensure a sufficient supply of employment land to meet objectively assessed needs the protection of all B-use employment land is needed. The policy does have flexibility to consider alternative uses where premises are vacant.

	Protection of Industrial and Storage Space by amending the criteria based policy to encourage other forms of employment development	reasonable prospect of a site being used for that purpose. Evidence suggests that there is a shortage of industrial land in Cambridge. Three reasonable options for protecting industrial land are presented. Option (1) is to continue the current approach of protecting industrial and storage space with a view to preventing further losses of industrial floorspace within Cambridge. Option (2) is to amend the wording of the current policy by deleting all protected industrial and storage areas; with a view to enabling change of use or redevelopment of sites where there are persistent vacancy problems; recognising that this 'flexibility' would mean that some of the best industrial sites in Cambridge come under increased pressure in the future. Option (3) is to amend the criteria used in the policy to add a criterion such that loss of floorspace in industrial/storage use is acceptable where it facilitates an overall growth in employment floorspace. This would allow flexibility for change of use or redevelopment of sites where there are persistent vacancy problems.	The interim SA noted that this approach would address the shortcomings of the current approach, which has not succeeded in preventing the loss of industrial floorspace in the past, and should provide greater opportunities to address community and economy related issues (particularly where change of use leads to reduced employment inequality).

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
23) Protecting office space	1) Protect with a criteria based policy 2) No policy	Evidence suggests that there will be a shortage of office space in Cambridge medium term future, especially in the City Centre.	Option (2) has been taken forward as employment land in Cambridge continues to come under pressure for redevelopment for residential use. To

	(market-led approach)	Despite this, however, an option is to continue with the current approach of not protecting office floor space in Cambridge from a change of use on the basis that continued demand for offices may be able to ensure that land values are resilient enough to hold off pressure to change to higher value uses.	ensure a sufficient supply of employment land to meet objectively assessed needs the protection of all B-use employment land is needed. The policy does have flexibility to consider alternative uses where premises are vacant. Interim SA noted that protecting office space should ensure provision for small and growing businesses (an identified need) adding to the diversity of the Cambridge economy.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
24) Promoting cluster development	1) Continue to promote 2) No policy (market-led approach)	The NPPF requires local planning authorities to plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries. Cambridge has an internationally recognised high- tech and research cluster and the following two options presented are considered to be the only realistic way for promoting it. Option (1) is to continue the existing policy of promoting cluster development in Cambridge. The policy promotes purpose designed accommodation for sectors that support the Cambridge Phenomenon and positively promotes the type of development the Council would like to see in Cambridge. Option (2) is to discontinue the policy to promote cluster development in Cambridge. The policy is rarely used and is unlikely to be a deciding factor in any	Option (1) has been taken forward although not with a separate policy. Continuing to promote the internationally renowned Cambridge Cluster is of key importance. Interim SA noted that Option (1) should help to facilitate development and support Cambridge as an internationally recognised high tech centre where it is used.

		planning decision. The risks of removing it may be small and will not prevent cluster development.	

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
25) Social shared spaces (involving a mix of uses in employment areas)	1) Promote 2) No policy (market-led approach)	The Cambridge Cluster at 50 study identifies that a number of peripheral employment sites are perceived to be isolated, both in relation to each other and in relation to the City Centre and the railway station. The lack of a social aspect, especially on the newer peripheral employment sites is making them less attractive places to locate to. Two options are presented as being the only reasonable approaches to dealing with this issue. Option (1) is to introduce a policy to promote shared social spaces involving a mix of uses in employment areas. This is expected to make newer employment areas more attractive to business, as well as reduce pressure upon office space in the City Centre, however would have financial implications for developers. Option (2) is to not introduce a policy to promote shared social spaces in employment areas but to allow the market to provide social spaces by itself.	Option (1) has been taken forward and on larger sites with multiple occupiers developers are encouraged to consider shared social spaces. This is to try and meet the deficit identified in the Cambridge Cluster 2011 study. Interim SA noted that *'the promotion of social spaces involving a mix of uses could potentially contribute to a diverse economic and social mix through provision of a variety of employment / social spaces tailored to particular local need. Provision of attractive shared social spaces could help reduce pressure on city centre office space. Whether the attractiveness of peripheral employment sites will improve with time is not known, and the likely success of this Option on meeting sustainability objectives is unclear without further detail on what form the shared social spaces could take.'*

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
26) Densifying existing employment areas	1) Seek to densify 2) No policy (market-led approach)	The NPPF requires local planning authorities to positively seek opportunities to meet the development needs of their area. Evidence shows that the land supply for potential development in Cambridge is very limited and that there is a strong desire for businesses to be located in the City Centre. Two options are presented for dealing with this issue. Option (1) is to density a number of specific employment sites. This would make best use of existing developed land and reduce the pressure to develop greenfield sites. It could also represent an opportunity to redevelop run down sites, could make public transport to peripheral employment sites more viable and allow improvements in the service and give an opportunity to introduce or improve shared social spaces on employment sites. Option (2) is to not introduce a policy to densify a number of specific employment sites. Seeking to densify employment sites may result in pressure to change the use of existing industrial areas to higher value uses resulting in the loss of industrial land, of which there is an identified issue of supply.	Option (2) has been taken forward. The appropriate density for employment sites will be considered on a site by site basis depending on design, infrastructure and other considerations. Interim SA noted that *'Densification of employment sites is likely to increase the viability of new sustainable transport provision but overall, could also contribute to greater pressure on surrounding transport infrastructure.'*

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
27) Policy approach to shopping	1) Generic policy approach for all types of centre 2) Separate policy approach for different types of centre	The NPPF requires that Local Plans define the extent of town centres and primary shopping areas. Maintenance of existing retail diversity and the support for further retail diversity in all of the centres within the retail hierarchy is a key issue in Cambridge. It is important to tackle this to prevent Cambridge becoming a 'clone' of other towns and to provide variety and distinctiveness in the shopping experience. The change of use from shops (Use Class A1) and other town centre uses (within Use Classes A2 to A5) to housing or student accommodation at ground floor level is another issue as in local centres this can undermine the functioning of the centre. Policy 6/7 of the current Local Plan prevents the loss of shops to other uses, but this has not always been successful. Two policy options are presented. Option (1) is to develop a criteria based general shopping policy that would apply to all centres. It would bring together aspects of several individual policies in the current Local Plan and would apply to all planning applications for new retail or change of use in centres. It would help to support the diversity, vitality and viability of town centres however given the length of the policy, however it could potentially result in a loss of differences in policy approach between different types of centre. Option (2) would be to develop separate policies for dealing with different types of centres so would be set out differently to the first	The preferred approach taken forward is to have a separate policy dealing with shopping in the City Centre, and another policy dealing with District, Local and Neighbourhood Centres. This approach was taken because the City Centre is clearly on a different scale and has a different function to the other centres. To avoid too much repetition all of the smaller centres in the hierarchy are covered by one policy, however there are differences in the policy approach to District Centres and Local / Neighbourhood Centres. Benefits identified in the interim SA are reflected in the preferred approach, including the encouragement of housing above shops, requiring that large shopping developments provide a proportion of small shops and restricting the merging together of smaller shops to provide greater support for diversity of shopping. In addition, supporting centres lower down in the shopping hierarchy is sustainable as it provides greater access to shops and facilities by sustainable modes of transport such as walking and cycling.

		option. This approach would be clearer in what applies to each of the different types of centre in the retail hierarchy however there could be a lot of repetition in the policies.	

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
28) Policy approach to neighbourhood shops and shopping parades	1) Protection through policy 2) No policy (market-led approach)	There are a number of individual shops and small groupings of shops or other town centre uses within the city that have an important role to play in providing for local needs within easy walking distance. The current Local Plan does not provide any protection for such units and so some of these are being lost to other uses such as housing. Two options are considered to be the only realistic way of dealing with this issue. Option (1) is to include a policy extending some protection to individual shops or small groups of shops performing a neighbourhood role outside the identified centres in the retail hierarchy. This would have the advantage of protecting neighbourhood shops, however, it may be better to focus protection of shops within the identified centres, as market forces may mean that these shops are less economically viable and should be allowed to freely change to other uses. Option (2) is to have no policy on neighbourhood shops and to let the market determine whether shops are viable or not. Policy protection would instead be concentrated on the identified district and local centres.	Option (1) has been taken forward in Policy 72 which deals with development and change of use in District, Local and Neighbourhood Centres. This is in line with interim SA findings. Supporting smaller centres is beneficial in terms of providing local facilities which can be accessed by sustainable modes of transport such as walking and cycling. The policy protects local shops and facilities in these centres but also provides the flexibility that unviable units could be changed to other uses in exceptional circumstances.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
29) University of Cambridge staff and student housing	1) Continue to allocate new sites and new provision 2) Expand existing colleges rather than plan for new Colleges at North West Cambridge	The success of Cambridge University has led to significant growth in student numbers which presents the issue of how to accommodate such large numbers of students. The University aims for 100% of its undergraduates and 90% of its post graduates to be accommodated in Colleges. Fulfilling this ambition will require around 21,390 student rooms by 2031. The Colleges currently have just under 15,000 rooms available and have added around 158 rooms per annum to their stock over the last five years. The Colleges anticipate future building to be around 140 rooms per annum to 2016. It is anticipated 40% of this figure can be provided by adapting and rationalising existing College properties. However there is finite scope in what can be re-provided within existing premises and there will need to be a shift later in the Plan period towards greater development of new sites. If the Colleges build at the current rate to 2031, they would provide 2,660 rooms raising the total stock to about 17,650. This would mean a shortfall of 3,740 by 2031. Some of the provision is likely to be provided at the new colleges proposed in North West Cambridge, potentially accommodating 2,000 units of student accommodation during the plan period, however existing allocations will need to be reviewed and other land will need to be identified in the Local Plan review for other new College hostels. Failure to address these accommodation needs will increase pressure on the city's private housing market and lead to difficulties in continuing to attract the best quality students which in turn will detract from the University's competitive position internationally.	The preferred approach is to allow for the development of sites for staff and student housing for the University of Cambridge. Whilst recognised as a key way to deliver further student and staff housing, the council cannot control how the University of Cambridge and its colleges choose to deliver student accommodation at North West Cambridge (i.e. whether through existing or new colleges) within the Local Plan as this site is addressed by the North West Cambridge Area Action Plan, which forms part of the Development Plan for Cambridge. As such, Option (2) will not be taken forward.

		Option (1) is to continue with the existing policy, which allocates new sites, and allows new provision within existing College sites and in other windfall locations. Option (2) is to expand existing Colleges rather than plan for new colleges at North West Cambridge. These two options are considered to be the only realistic way of dealing with this issue.	

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
30) Anglia Ruskin University student hostel development	1) Support with affordable housing exemption 2) Support but removal of affordable housing exemption	Anglia Ruskin University is short of student residential accommodation and is heavily dependent on houses acquired on short leases and on lodging accommodation with local families. Reliance on lodging houses can create pressure on the housing market in Cambridge. Option (1) is to continue with the current policy of supporting student housing development for Anglia Ruskin University with an affordable housing exemption; even given that a likely effect is that developers will seek to avoid affordable housing provision in mixed use schemes by providing student hostels for Anglia Ruskin University. Option (2) is to remove the affordable housing exemption clause from the policy; even though the likely effect would be fewer hostels coming forward for Anglia Ruskin University.	Option (2) is being taken forward, which requires the removal of the Affordable Housing exemption. Whilst the concerns raised in the interim SA are recognised in terms of the impact on Anglia Ruskin University's provision of student accommodation, this matter needs to be balanced with the city's very high need for Affordable Housing.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
31) Speculative Student Hostel Accommodation	1) Limited to Anglia Ruskin University and the University of Cambridge 2) Widened to include other established educational institutions	Due to student housing shortages, current Local Plan policy 7/10 supports the provision of speculative student hostels on sites that have not been allocated in the Local Plan but have become available during the plan period. This speculative development is restricted solely to Cambridge and Anglia Ruskin Universities and concerns have been raised that this policy is inequitable and discriminatory against non-university colleges. Option (1) would be similar to the policy in the current Local Plan in that it would limit speculative student accommodation to Anglia Ruskin University and the University of Cambridge, however it would expand the criteria against which sites are assessed before they are given permission. Option (2) would involve widening the policy approach to include other established educational institutions in Cambridge with a view meeting student accommodation needs and reducing pressure on the local housing market.	Option (2) forms part of Policy 46 in the Plan. The principle of targeting the policy towards full time students engaging in a full time course of a year or more at an existing educational establishment should serve to broaden the accommodation delivered to a wider range of establishments and reduce pressure on the local housing market.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
32) Additional hotel provision	1) Provision based on a high growth scenario of around 2,000 new bedrooms	A recent study 'Cambridge Hotel Futures (April 2012) shows that there is very strong and continuing market demand for significant new hotel	Option (2) has been taken forward as the hotel study identified market potential for enough further hotels to meet this growth scenario. Pressure for

	2) Provision based on a medium growth scenario of around 1,300 new bedrooms	development in Cambridge, particularly in the City Centre and on the outskirts of the city. Two options are presented. Whichever approach is taken, it is recognised that there is a need to manage and monitor the future supply of hotel provision to ensure that sufficient numbers of new hotels bedrooms come forward at the levels required / demanded by the market.	land in Cambridge is such that the high growth scenario was considered unreasonable.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
33) Serviced apartments	1) Treat serviced apartments as hotel uses 2) Prevent the change of use of newly built permanent residential accommodation to a use for short term letting 3) Consider using licensing to regulate serviced apartments rather than planning policy	The existing supply of hotels and guest houses in the City Centre is very valuable due to the strong demand for central sites from many other residential, leisure and business uses, and the lack of suitable new sites for hotels.	Interim SA found that Options (1) and (3) would not have any effect on sustainability objectives and that Option (2) would have benefits by reducing housing pressure, but may limit the economic potential of these properties to the tourist industry. The draft Local Plan explains in the supporting text to Policy 77 that 'aparthotels' or serviced apartments will be treated as residential uses, and affordable housing provision will be sought from their development. This approach follows Option (2) most closely and has the benefit of also providing affordable housing which would support the communities and wellbeing sustainability issue.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
34) Open space and recreation	1) Update the standards in line with the Open Space and Recreation Strategy (2011) 2) Maintain the current standards	The provision of open space to meet the needs of new development is important to ensure that existing open spaces do not become overused. The adopted Open Space and Recreation Strategy 2011 recommends that the current Open Space and Recreation Standards should continue to be applied to new residential development with the following amendments: For informal open space, the standard is raised from 1.8 hectares per 1,000 people to 2.2 hectares per 1,000 people; and the allotment standard is applied to all residential development and not just in the urban extensions (as in the 2006 Local Plan).	Option (1) is preferred. This approach is broadly in-line with the findings of interim SA, which suggested the likelihood of significant benefits in terms of sustainability issues. In particular, benefits are likely in terms of health and well-being issues.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
35) Protection of public houses	1) No policy (market-led approach) 2) Protection for all public houses 3) Protect all public houses from redevelopment to alternative uses unless demonstrably	Public houses can play a crucial role in maintaining the vibrancy and vitality of local neighbourhoods, helping to foster and maintain community spirit and give a sense of identity to an area. Public houses are now considered community facilities in accordance with the NPPF and the need to retain public houses is highlighted by the recent Portas Review. In recent years, the number of public houses in Cambridge has fallen from 111 to 86. Some have closed simply	Option (3) is preferred. This approach is broadly in-line with the findings of the findings of interim SA. It is likely to result in some protection from higher value uses but offers flexibility where the existing use as a public house is found to be unviable. Option (3) would provide developers with a clear and objective way in which to establish viability, using an independent valuation for the marketing

	not viable as a pub	due to the general market decline in the pub trade while others have been converted to other uses. Various options now need to be considered to safeguard the remaining public houses. Option (1) is to continue with the Council's existing approach, where public houses are not protected by any specific local planning policy. Option (2) is to develop a policy that protects all public houses from redevelopment to alternative uses. Option (3) is to protect all public houses from redevelopment to alternative uses unless the premises were demonstrably not viable for use by another public house operator, as a community facility or a use falling within the 'A' use class.	of the site. For local communities, this option would provide safeguards against the unnecessary closure of viable public houses and help to identify the value associated with a public house. The proposal to undertake pre-application consultation with local residents should help ensure any new use is in keeping with the needs and character of the local area. This approach is likely to help address issues relating to community and wellbeing through the continued provision of community space, and should help contribute to creating vibrant and inclusive communities.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
36) Former public house sites	1) Safeguard current use where the loss of the current use to other uses (excluding A uses and community facilities) would harm the vibrancy and vitality of the local area 2) Allow the re-instatement of a public house use from a community facility, A1,	There are a number of former public house buildings in Cambridge that have been in alternative uses (e.g. established restaurants) for a considerable period of time. In certain circumstances, the loss of a local business operating in a former public house to higher value uses may affect the character of the locality and therefore may not be in the interests of the local community.	Option (1) is broadly supported by the interim SA; however the option was not taken forward as it was considered to have the potential to introduce uncertainty regarding former public houses sites (i.e. uncertainty over those which may or may not harm the vibrancy and vitality of the local area were they to be lost to alternative uses. There could be negative implications for properties and/or businesses that occupy an historical public house site. Although this option is not pursued, a list of safeguarded public houses sites that were public houses in July 2006 - the date when the current Local Plan was adopted – has been compiled and included in the draft final policy. This list should ensure consistency

	A2, A3 or A5 use.		between the Cambridge Local Plan 2006, the National Planning Policy Framework and the emerging new Local Plan. The interim SA considers Option (1) to provide the necessary flexibility for the public housing market to expand as well as contract; however, the effect of this Option across the City is uncertain, as it may distort the market by creating too many A-uses and restricting the creation of residential units, which has an uncertain effect on issues such as tackling deprivation. In recent months a number of closed public houses that were prevented from being re-developed have come back into use or are scheduled for re-opening as a public house. These include, the Carpenter's Arms, Haymaker's, Queen Edith and The Brunswick (formerly the Bird in Hand). This reflects the viability of a number of closed public houses that can provide a valued local community facility.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
37) Provision of community facilities	1) Support new facilities where there is an identified local need 2) Support new facilities where development leads to an increased demand.	As Cambridge grows, demand for community facilities will increase. It is important that adequate provision of community facilities, based upon local needs is provided. This will mean the capacity of existing community facilities will need to increase where possible without affecting the local amenity. This will also lead to a more intense use of the existing premises. Additional community facilities linked to new urban extensions will need to provide	These options are not mutually exclusive, and the preferred approach is to reflect both in Policy. This approach is broadly in line with interim SA findings. Supporting new facilities where there is an identified local need should help to ensure that issues of relative deprivation are addressed. Supporting new facilities where development leads to an increased demand may, however, be a more certain method of delivery.

		sufficient community infrastructure.	

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
38) New development and transport infrastructure	1) Appropriate infrastructure 2) Low emission vehicle infrastructure	The inclusion of low emission vehicle infrastructure has the potential to bring about significant GHG reduction benefits. Furthermore, it should help change the way people think about personal car usage and indirectly help increase the use of more sustainable transport modes. Electric car infrastructure should encourage greater uptake and help reduce local air pollution.	The policy as drafted includes references to both appropriate infrastructure and low emission vehicle infrastructure. This policy is in keeping with interim SA findings.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
39) Car parking	1) Maintain the current level of provision 2) Set new standards for residential developments only 3) Set new standards for all developments	The need to provide appropriate levels of car parking is very important. This is because both under and over provision of parking can lead to a number of problems on or around new developments, and also to existing communities. Reduced parking availability is seen as a key tool in achieving a shift to more sustainable travel and the responsibility of determining car parking standards has been shifted towards local authorities.	Maximum parking standards at 'origin' destinations (i.e. residential development) will be updated to accord with projected car ownership levels, as suggested by the National Planning Policy Framework and a number of other guidance documents. This approach is in-line with the findings of interim SA. In addition to this, maximum parking standards at destination development will be kept the same, as these were seen by a number of respondents to the

			consultation to be around the right levels. In order to further conform with national guidance, a local circumstance criteria has been developed to ensure that each proposed new development is able to take account of the local issues set out in paragraph 39 of the National Planning Policy Framework when deciding what level of parking provision (within the maximum levels stated) should be provided.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
40) Car free development	1) Include a dedicated policy 2) Refer to car free development within other policies only	It is important to understand and gauge the level of support for having car free developments in Cambridge. Such developments could be encouraged in places easily accessible by public transport, near a range of amenities, including shops and leisure activities and within a Controlled Parking Zone. Option (1) is to develop a policy that permits car free residential developments in appropriate circumstances. Option (2) is to continue with the current practice of incorporating the possibility of having areas of car free development into the car parking policy. This would involve adding specific wording to a policy which encourages car free development where appropriate.	Option (2) is carried forward in line with interim SA findings. Policy 82 incorporates reference to car free and car capped development with a number of criteria.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
41) Cycle parking	1) Develop a policy focused on location, design and quality 2) Update standards in 2006 Local Plan	Ensuring the provision of high levels of high quality, well designed and suitably placed cycle parking will help maintain and contribute to increasing this modal share.	Both options have been carried forward into Policy 82 on Parking Management. In line with interim SA findings, requirements for high quality and suitably positioned cycle parking are set out in addition to requirements for levels of cycle parking.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
42) Modal split targets for new development	1) Establish a modal split target 2) Negotiate a target on a site-by-site basis	In addition to mitigating any development related impacts on the transport network, it is possible to set a new development a target which specifies how many trips to, from and within should be made by private car. This is known as a modal split target. One option could be to ensure that new development is inherently less dependent on car usage, by setting a modal split target within policy.	Policy 5 on Strategic Transport Infrastructure refers to the fact that Cambridge City Council, Cambridgeshire County Council and developers will work together to achieve the objectives and implement the Cambridge specific proposals in the Local Transport Plan and the Transport Strategy for Cambridge and South Cambridgeshire, with particular emphasis on securing modal shift and the greater use of more sustainable forms of transport.

Issue	Alternatives	'Outline reasons' for this selection	'Outline reasons' for selecting the preferred approach subsequent to appraisal
43) Travel Plans	1) Travel Plans for all sites that meet a certain threshold	Given policy set out in the NPPF, there is scope to require Travel Plans for all developments that create	Interim SA was supportive of Option (1) in that it was predicted to have a positive effect in terms of 'use of

	2) Only require Travel Plans where officers feel it appropriate	a certain amount of movement or reach a certain size. The NPPF suggests local authorities should use Travel Plans to help mitigate the transport impact of development. One option is to have a policy specifically requiring Travel Plans for all sites, which meet a certain threshold. This option appears to be in line with the advice given in the NPPF.	more sustainable modes of travel'. There is more uncertainty about the effectiveness of Option (2) due to localised variation in requirements. Option (1) has been taken forward into Policy. This option is in line with interim SA findings and the majority of consultation responses (which suggested that more certainty was preferred). The policy requires that a Travel Plan must accompany all major development proposals.

APPENDIX II: INTERIM APPRAISAL STEP 1 – DETAIL IN RELATION TO THE BROAD SPATIAL STRATEGY

Introduction

Interim Appraisal Step 1 involved appraising the following four alternative broad spatial strategy:

1) 12,700 new homes to 2031 - Urban growth

2) 14,000 new homes to 2031 - The current development strategy

3) 21,000 new homes to 2031 - Enhanced levels of urban and Green Belt growth

4) 25,000 new homes to 2031 / Significantly increased levels of urban and Green Belt growth

'Broad spatial strategy' is **a key plan issue**. Demand for housing in Cambridge is high, with high rents and high house prices. There needs to be a good range and choice of housing to help a growing population including young people, families and the elderly. By not addressing this need, it is likely that house prices will continue to rise, worsening affordability and possibly leading to more people living outside of Cambridge resulting in increased congestion, poor air quality and increasing GHG emissions.

Given the prominence of the issue, this appendix seeks to present detail in relation to:

- Outline reasons for selecting the alternatives considered
- Interim appraisal findings
- Outline reasons for selecting the preferred approach

N.B. Other plan issues / sets of alternatives that were a focus of appraisal step one are considered in Appendix 1 above in less detail; however, further detail can be found within the Interim SA Report (May 2012) that was published for consultation alongside the Council's Issues and Options 1 consultation document.

Outline reasons for selecting the alternatives considered

- **12,700** new homes is based on there being planning permission for 10,612 new homes within the urban area (April 2011) and the Council's SHLAA which indicated that there was capacity for an additional 2060 home within the urban area of Cambridge.
- **14,000** new homes follows from the suggestion of the East of England Plan review based on rolling forward the spatial strategy set out in the 2006 Cambridge Local Plan.
- **21,000** new homes is based on the first option (12,700 homes) plus up to 8,300 new homes to be provided on new land released from the Green Belt. The 8,300 homes figure is based on the minimum physical capacity within Cambridge of all of the possible broad locations for new housing Development. Development would continue within the urban area and agreed urban extension.
- **25,000** new homes is based on the first option (12,700 homes) plus 12,300 new homes to be provided on new land released from the Green Belt. The 12,300 homes figure is based upon the maximum physical capacity within Cambridge of all of the possible broad locations.

Appraisal findings

The table below presents appraisal findings as they were presented in the May 2012 Interim SA Report.

Option	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
12,700 new homes to 2031 – 'urban growth'	↘	↘	↘	↔	↔	↔	↗	↗	?	?	?	?	?	This Option represents the lowest level of development being considered by the Council. Development would be focussed within the existing urban boundaries, with the majority of housing development (7,467 dwellings of an identified 10,612) occurring in urban extensions. The relatively modest level of development proposed in this Option, above the existing commitments (2,060

Option	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
														dwellings), has a number of implications. The most significant negative implication of this Option is that it does not address the identified need for more affordable housing in Cambridge. There is an identified need for a further 2,140 more affordable houses for the first five years of the plan period and 592 houses for the following 15 years in Cambridge. Assuming that new developments will include at least 40% affordable housing, this Option would deliver a maximum of 5,080 affordable houses or the equivalent of 267 affordable houses per annum between 2012 and 2031. This is significantly below the identified need. It is likely that this Option will lead to: 1) the continuation of people living outside Cambridge and commuting in, which will result in high levels of unsustainable travel patterns and congestion. 2) a continuation in high house prices due to demand being greater than supply, 3) continued and exacerbated pockets of deprivation, and 4) increased use of water (unless this is balanced against water efficiency improvements in the existing housing stock) On balance this Option has the least positive impact on the economy of Cambridge. The modest scale of development proposed is unlikely to support the

Option	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
														economic vision of Cambridge. The Option will mean that a growing number of people cannot live and work in Cambridge due to high house prices and scarcity of supply. This could lead to people choosing other centres of employment and therefore hinder the competitiveness of Cambridge and the vitality and viability of the city. A significant positive impact of this Option is the maintenance of the Green Belt and the biodiversity and wildlife it supports. Furthermore, this Option will have a significant positive impact on landscape, townscape and cultural heritage through preserving the distinctive views and approaches to the historic centre and being sensitive to the existing key buildings. In comparison with the other Options it will help maintain the distinctive setting of Cambridge within the wider environment. It may also have a beneficial impact in comparison with the other Options in terms of climate change adaptation and flood risk. This is because other Options propose to extend the urban boundaries and will therefore lead to an increase in impermeable surfaces, which could lead to an increase in flood risk. Furthermore, increasing the area of dark surfaces will increase the urban heat island effect. In comparison this Option is unlikely to have an adverse

Option	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
														impact on surface water flood risk or the urban heat island effect. Since the Option represents the minimum level of development it has both negative and positive impacts on the different areas of Cambridge. While it is unlikely to have a significant impact on levels of deprivation, especially in the East and North of Cambridge, it will act to safeguard open space and will have less of an impact on conservation areas as other Options.
Up to 14,000 new homes to 2031 – 'the current development strategy'	↔	↔	?	↔	↔	↔	↘	↘	?	?	?	?	?	Overall this represents a more balanced approach to development than the Option for 12,700 homes. The identified need for greater housing, including affordable housing, is met to a greater extent, while new development on the Green Belt is minimal. However, despite the increased provision of housing under this Option, there will still be a significant shortfall of affordable houses, which will impact on the levels of deprivation within Cambridge. In terms of the economy, this level of housing is likely to have a more neutral impact. It will enable a greater number of people to live and work within Cambridge and therefore support the vitality of the City, but a significant

Option	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
														number of people will not be able to live and work within Cambridge and this could impact on its competitiveness. Given that this Option requires the release of land from the Green Belt, the impact on the landscape and townscape and biodiversity is assessed to be negative. However, the release of Green Belt land is less substantial than for the Options for 21,000 or 25,000 homes and the associated impacts on landscape, townscape and biodiversity can be assumed to be commensurately less. The impact on the spatial areas of Cambridge is not certain. Much of the impact will depend on where the release of the land from the Green Belt will be. Given the significant pockets of deprivation in North and Eastern Cambridge the benefits of greater numbers of housing here would potentially be most beneficial. However, wherever the development takes place, it is likely that there will be negative implications on biodiversity and landscape.
Up to 21,000 new	↗	↗	↗	↔	↘	↔	↘	↘	↔	?	?	?	?	This Option would have significant positive impacts on the overall provision of housing including affordable housing. As such it is likely to have a range of co-

Option	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
homes to 2031 – 'enhanced levels of urban and Green Belt growth'														benefits, such as a reduction in levels of deprivation. This Option also supports the economic vision for Cambridge as it would provide additional employment opportunities on the edge of Cambridge as part of mixed-use developments and enable more people to live and work within Cambridge. The Option is also likely to have a positive impact on reducing pressure on the existing transport infrastructure due to the greater number of people who are able to live in close proximity to centres of employment. However, the transport network within Cambridge is already congested and there would also need to be significant improvements to the transport network. Assuming that the new developments are required to put in place infrastructure for sustainable travel, this could also reduce levels of air quality pollution and impact positively on climate change objectives. There are a number of significant negative impacts that relate to the release of Green Belt land for development. The setting of Cambridge within the wider landscape will be adversely affected and the new developments will detract from the approaches and views of the historic

Option	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
														core of Cambridge. It is likely that this Option will also have significant adverse impacts on biodiversity and green infrastructure. It is also likely that this Option will lead to greater surface water flood risk due to the replacement of Green Belt land (and potentially parts of the functional flood plain) with less permeable surfaces. However, it is expected that other Options will address this threat through requiring integrated water management and flood risk reduction. This replacement might also impact adversely on the urban heat island effect. In comparison to the Option for 25,000 homes, this Option involves building on all the broad locations but at a lower level of intensity and density. This has its own implications in terms of sustainability. On the one hand it means that opportunities for social housing and to support the economy are not maximised and the integrity of the Green Belt is still compromised but on the other hand it is likely that a greater area of open space will be included in the development plans and the impact of the new developments on the setting of Cambridge and on cultural heritage can be more carefully managed.

Option	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
Up to 25,000 new homes to 2031 - 'significantly increased levels of urban and Green Belt growth '	↗	↗	↗	?	↘	?	↘	↘	↔	?	?	?	?	This Option entails developing all Green Belt sites at high intensities. The sustainability of this Option is very similar to that for 21,000 homes. However, the negative and positive impacts of the Option for 21,000 homes are further exaggerated. The positive impact in terms of the provision of housing including affordable housing, the economy and transport are enhanced while the negative impacts associated with the replacement of Green Belt land, the loss of biodiversity, and flood risk are exacerbated. This Option would significantly undermine the purpose of the Green Belt and would compromise the compact nature of the City. This Option also entails developing all the broad locations and at a high intensity. This has positive implications in terms of maximising opportunities to provide affordable housing and to support the economy. However, it is also likely that the visual impact will be greater and it may have an even greater adverse impact on the historic setting of Cambridge.

Appraisal summary

The decision as to the right scale of housing development for Cambridge is critical given the significant shortfall in the number of affordable houses, high house prices, the pockets of deprivation within Cambridge and the relatively high number of people who live outside and commute into Cambridge often by private car. However, Cambridge is constrained in terms of the scale of development that is feasible without significantly impacting on the setting of Cambridge, compromising the Green Belt, exacerbating flood risk and adversely impacting on biodiversity. The options for 14,000 and 21,000 homes attempt to balance these conflicting priorities and therefore perform slightly better in terms of sustainability compared to either the maximum or minimum level of development. However, it will be important, at a project level, to ensure that the negative impacts associated with development including the transport, biodiversity and green infrastructure and the landscape and townscape in particular are addressed. It will be important to ensure appropriate levels of hard and social infrastructure are brought forward to support development and not adversely effect existing communities.

Reasons for selecting the preferred approach

The interim SA accompanying the Issues and Options 1 consultation identified the Options with up to 14,000 new homes to 2031 and the Option with up to 21,000 new homes to 2031 as generally performing best in terms of sustainability objectives. Since then it has been determined that the preferred growth quantum is 14,000 homes to 2031. See section below for further detail of how this has been identified. The Council took the following messages from the Interim SA -

- The Option for up to 14,000 new homes represents a balanced approach to development. The identified need for greater housing, including affordable housing, is met to a greater extent, while Green Belt development is minimal.
- However, despite the increased provision of housing under the Option for 14,000 new homes, there will still be a significant shortfall of affordable houses, which will impact on the levels of deprivation.
- In terms of the economy, this level of housing is likely to have a more neutral impact. It will enable a greater number of people to live and work within Cambridge and therefore support the vitality of the City, but a significant number of people will not be able to, which could impact on its competitiveness.
- Given that Option for 14,000 new homes requires the release of land from the Green Belt, the impact on landscape / townscape and biodiversity is assessed to be negative. However, the release of Green Belt land is less substantial than for the Options with higher housing provision.

Identification of the level of growth required in Cambridge

A key role of Local Plans required by the National Planning Policy Framework (NPPF) is to objectively identify and then meet the housing, business and other development needs of an area in a flexible way, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits. This must involve using an evidence base to ensure that the Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area as far as is consistent with the policies set out on the NPPF, including identifying key sites that are critical to the delivery of the housing strategy over the plan period.

This includes preparation of a Strategic Housing Market Assessment (SHMA) to assess full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries. The SHMA must identify the scale of housing likely to be needed over the plan period that meets household and population projections, taking account of migration and demographic change and addresses the need for all types of housing, including affordable housing, and caters for housing demand.

The Strategic Housing Market Assessment (SHMA) 'all homes' chapter has now been completed and identifies the objectively assessed housing need for all districts. Technical forecasting work on homes and jobs needs has also been published and concludes that 22,100 jobs and 14,000 homes are needed in Cambridge City Council's administrative area.

The Localism Act 2011 establishes a Duty to Cooperate for local planning authorities in the preparation of their local plans. The Cambridgeshire Authorities and Peterborough (through the Cambridgeshire and Peterborough Transport and Spatial Planning Member Steering Group) have agreed a Memorandum of Cooperation (underpinned by the evidence base of technical work and the SHMA update 2013) that demonstrates at Appendix 1 of that document that the full objectively assessed needs of the Cambridge Sub Region housing market area will be addressed. This approach needs to be formally endorsed by each constituent council as the basis for local plan making.

The Joint Strategic Transport and Spatial Planning Group (which provides governance oversight of the preparation of Cambridge and South Cambridgeshire's local plans, as part of the Duty to Co-operate approach set up between the councils) noted and supported the memorandum of co-operation approach as the basis for plan making in Cambridge and South Cambridgeshire at the meeting on 22 May 2013.

Sustainable Development Strategy for Cambridge and South Cambridgeshire

Since the Interim SA / Issues and Options 1 consultation Cambridge City Council has been working closely with South Cambridgeshire DC on the development strategy for the Cambridge area. A summary of the work which has been carried out is contained in the paper 'Reviewing the Sustainable Development Strategy for the Cambridge Area' (2013). As described within Appendix D of the document, this work has been undertaken in light of the SA topics / objectives / issues established through SA scoping by the two Councils.

The paper describes the current development strategy, which was set out in the Cambridgeshire and Peterborough Structure Plan 2003 and carried into the two Councils' current plans, which aims to focus development according to a sustainable development sequence:

1) Within the urban area of Cambridge
2) On the edge of Cambridge
3) In the new town of Northstowe
4) At the market towns in neighbouring districts and in the better served villages

At Issues and Options Stage, comments were sought from both authorities on whether the current development strategy remains the soundest basis for development in Cambridge and South Cambridgeshire for the period to 2031.

The Cambridge Issues and Options Report 2012 looked at options for continued development within the urban area as well as exploring whether there should be further development on the edge of Cambridge in the Green Belt. This included:

- Whether there should be more development than is already committed in the 2006 Local Plan on the edge of Cambridge?
- Should more land be released from the Green Belt?
- If so, where should this be? Ten broad locations around Cambridge were included in the consultation document.

The South Cambridgeshire Issues and Options 2012 consultation also looked at how the sustainable development strategy should be taken forward in South Cambridgeshire.

In January 2013, the Councils carried out joint consultation on the development strategy and site options on the edge of Cambridge. Questions were asked about the appropriate balance between protecting land on the edge of Cambridge that is of high significance to Green Belt purposes, and delivering development away from Cambridge in new settlements and at better served villages. The majority of representations were that the Green Belt should be protected from further development. Development should be concentrated in new settlements and better served villages, to reduce congestion and avoid pressure on village infrastructure. Further urban extensions received a more limited level of support.

SA driven analysis has also informed the relative merits of different strategic approaches. Specifically, Appendix 1 of the paper 'Reviewing the Sustainable Development Strategy for the Cambridge Area (2013) includes a high level assessment of the sustainability implications of focusing on different stages of the development sequence (Cambridge Urban Area, Edge of Cambridge, New Settlements, more Sustainable villages, and less sustainable villages). In outline:

- The benefits of utilising land within the urban area of Cambridge are the re-use of previously developed land and reducing the need for greenfield development. It also delivers housing closest to the highest concentration of jobs, services and facilities.
- Development on the edge of Cambridge is the next closest option to the City, but would require use of greenfield land in the Green Belt. The purposes of the Cambridge Green Belt recognise the qualities and importance of the area for the landscape and townscape setting of the City and

surrounding villages. The Green Belt review has shown that significant additional development would be detrimental to these purposes.

- New settlements offer the opportunity to focus development in a way that would support delivery of new services, facilities and employment to meet the needs of residents. Whilst there would still be travel to Cambridge they offer a higher degree of self-containment than more dispersed strategies. They would enable the delivery of focused transport improvements, to deliver a higher share of travel by sustainable modes than more distributed strategies, although they would also focus traffic into specific corridors.
- Village based strategies would disperse growth. It may enable incremental improvements to existing services and transport, but would provide less focus for delivery of high quality services, and could put pressure on existing village services where expansion could be challenging. There would be less access to high quality public transport, and the modal share of travel by car would be higher.