



## North West Cambridge Area Action Plan Sustainability Appraisal

Prepared for Cambridge City Council and South Cambridgeshire District Council

April 2008

## Revision Schedule

### **Sustainability Appraisal of the North West Cambridge Area Action Plan – Submission Draft** March 2008

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# Non-Technical Summary

## Introduction

This section provides a summary of the Sustainability Appraisal (SA) of the North West Cambridge Area Action Plan (the AAP). It sets out to explain what SA is, what it involves and provides a summary of the findings at each stage of the SA of the AAP.

## Sustainability Appraisal

### What is Sustainability Appraisal?

Sustainability Appraisal is the process of assessing the likely impacts of a plan on the environment, the community and the economy. By law, a Sustainability Appraisal must be carried out of plans that set out the spatial planning requirements of a local authority. At the moment, local authorities are in the process of preparing new plans which will set out their aims for the next few years. The format of these plans has changed from the former Local Plan or Unitary Deposit Plan (UDP) to become the Local Development Framework (LDF). The LDF consists of a number of Local Development Documents (LDDs). There are two types of LDDs – Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). DPDs and SPDs set out Local Authority priorities for the area as a whole (e.g. Core Strategy DPD), the Development Control Policies (DPD), Area specific policies (e.g. Area Action Plan DPD) in addition a number of others more specific requirements (e.g. Designing Out Crime SPD).

European Directive 2001/42/EC also requires certain plans to undergo a Strategic Environmental Assessment (SEA). This Directive was incorporated into UK law in 2004 and now means that the effects of certain plans on the environment must be carried out. The Government recommends that these two processes are integrated and simply referred to as SA. The Government has produced guidance for undertaking both processes which is available here:

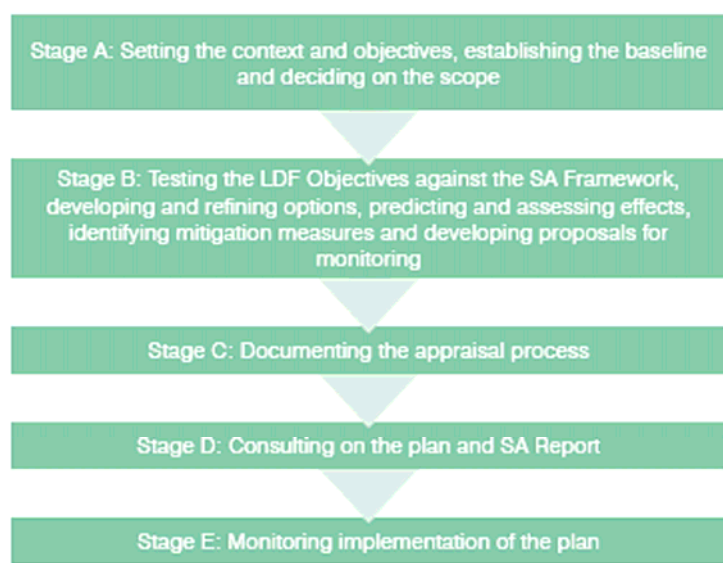
<http://www.communities.gov.uk/publications/planningandbuilding/sustainabilityappraisal>

and

<http://www.communities.gov.uk/publications/planningandbuilding/practicalguide>

### How was it done?

Government Guidance separates the SA process into five stages. These five stages run in parallel to the development of the AAP. The figure overleaf shows the different stages of the SA and process.



Broadly, the SA process involves examination of the context of a plan (Stage A) (including relevant policies (Task A1), information on the area (Task A2), identification of key issues (Task A3) and defining sustainability objectives for the area (Task A4)), the identification and evaluation of the likely impacts of a plan (Stage B).

## The North West Cambridge Area Action Plan

Cambridge City Council and South Cambridgeshire District Council are currently preparing the North West Cambridge Area Action Plan. The Area Action Plan will outline the urban extension to Cambridge between Madingley Road and Huntingdon Road. The extension would cover land in both Cambridge City and in the Parish of Girton in South Cambridgeshire and would address the long-term development needs of Cambridge University.

The Regional Plan has identified this area of Cambridge as the most suitable location to support the high levels of growth in the Cambridgeshire area, required to support the local economy. The Cambridgeshire and Peterborough Structure Plan sets out more detailed requirements; with Policy P9/2c proposing development specifically for predominantly University-related uses between Huntingdon Road and Madingley Road.

### The development of the NW Cambridge AAP

Following legal and national policy requirements<sup>1</sup> an Issues and Options paper was developed to outline all the reasonable options for the development of the site in the North West Cambridge area. This was subject to SA, the results of which were documented in an Interim Sustainability Appraisal Report (ISAR). This ISAR was consulted on with the Issues and Options report:

<http://www.cambridge.gov.uk/ccm/content/policy-and-projects/north-west-cambridge-area-action-plan-issues---options-report.en>

<sup>1</sup> PPS 12 and the Town and Country Planning Regulations (2004)

Following the consultation, the comments were taken into consideration and the preferred options for the site developed. The Preferred Options Report, prepared by the Councils', was set out in two volumes. Volume 1, the draft plan, which included policies and their reasoned justification. It covers the main areas of the plan that will guide development. Volume 2 recorded how each Preferred Option was chosen.

This report documents the findings of the SA of both the options and preferred options and will be submitted alongside the Submission Draft AAP for inspection<sup>2</sup>.

## The Site Context

The policy context for the AAP was the starting point for the first stage of the SA process (Task A1). The relevant international and national law and international, national, regional and local policies, plans, programmes, strategies and initiatives were reviewed to identify the sustainability context of the AAP. The next task was to examine the local conditions that apply to the site and the wider area (Task A2). Forty parameters that cover a wide range of environmental, social and economic issues were identified and data were assembled for each. These were compared to other neighbouring local authorities, the wider region and the country as a whole to explore how conditions of the District fared in comparison. For full details of Tasks A1 and A2 see sections 2.2 and 2.3 of the main report.

From these two tasks it was then possible to identify key issues facing the District (Task A3). These key issues identified were grouped under the following seven topics:

- Land and water resources
- Biodiversity
- Landscape, townscape and archaeology
- Climate change and pollution
- Healthy communities
- Inclusive communities
- Economic activity

For full details of the key issues identified see section 2.4 of the main report. Upon identification of the key issues, sustainability objectives (called 'SA objectives') were developed (Task A4) which are specifically designed to help work towards addressing these issues. Stage A (Tasks A1, A2, A3 and A4) were documented in three Scoping Reports, Cambridge City Council produced one and South Cambridgeshire Council produced another, and together a Scoping Report Addendum was produced by both Councils. All three reports were subject to consultation

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<sup>2</sup> Regulation 26 of the Town and Country Planning (Local Development) Regulations, 2004

(Task A5) with the statutory consultees<sup>3</sup> and other stakeholders. The findings of the reports have been used to inform this SA.

## The SA Objectives

The summary of SA objectives developed by both Cambridge City Council and South Cambridgeshire Council are shown in the table below. These objectives are used to determine the likely impacts of a plan. In other words, the objectives provide a yardstick against which to assess the effects of the plan.

A number of questions (called ‘decision-making criteria’) were also developed for each objective. These were designed to help guide the assessment and to ensure the wide range of issues relating to each objective are taken into consideration. For a full list of the SA Objectives and questions see section 2.5 of the full report.

| Sustainability appraisal objectives |  |
|-------------------------------------|--|
| 1.1                                 | Minimise the irreversible loss of undeveloped land and productive agricultural holdings  |
| 1.2                                 | Reduce the use of non-renewable resources, including energy sources  |
| 1.3                                 | Limit water consumption to levels supportable by natural processes and storage systems   |
| 2.1                                 | Avoid damage to designated sites and protected species   |
| 2.2                                 | Maintain and enhance the range and viability of characteristic habitats and species  |
| 2.3                                 | Improve opportunities for people to access and appreciate wildlife and wild places   |
| 3.1                                 | Avoid damage to areas and sites designated for their historic interest, and protect their settings.  |
| 3.2                                 | Maintain and enhance the diversity and distinctiveness of landscape and townscape character  |
| 3.3                                 | Create places, spaces and buildings that work well, wear well and look good  |
| 4.1                                 | Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light)                          |
| 4.2                                 | Minimise waste production and support the recycling of waste products  |
| 4.3                                 | Limit or reduce vulnerability to the effects of climate change (including flooding)  |
| 5.1                                 | Maintain and enhance human health  |
| 5.2                                 | Reduce and prevent crime, and reduce the fear of crime   |
| 5.3                                 | Improve the quantity and quality of publicly accessible open space   |
| 6.1                                 | Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) |
| 6.2                                 | Redress inequalities related to age, gender, disability, race, faith, location and income  |
| 6.3                                 | Ensure all groups have access to decent, appropriate and affordable housing  |
| 6.4                                 | Encourage and enable the active involvement of local people in community activities  |
| 7.1                                 | Help people gain access to satisfying work appropriate to their skills, potential and place of residence                                     |
| 7.2                                 | Support appropriate investment in people, places, communications and other infrastructure  |
| 7.3                                 | Improve the efficiency, competitiveness, vitality and adaptability of the local economy  |

<sup>3</sup> Natural England, English Heritage and the Environment Agency.



## Testing the AAP Objectives

The first step of the assessment process (Stage B) was the appraisal of the AAP Objectives. This involved the SA objectives listed above being used to evaluate the performance of the AAP objectives in terms of sustainability (Task B1). The table overleaf sets out the results of the assessment:

| SA Objective | AAP Objective | Comment  |
|--------------|---------------|--|
| 1.3          | c             | No reference to water pollution  |
| 2.1          | e, p          | Dependant on integration of SSSI into design   |
| 2.2          | c, f, l, p    | Open space provision should have positive effects on biodiversity.   |
| 2.3          | p, m          | Possible inclusion in the objectives of access to wildlife and wild spaces, possibly in objective p or m.          |
| 3.1          | j             | Would benefit from including historic aspects of site and surrounds  |
| 4.2          | c             | Recommend integrating waste in with natural resources  |
| 5.2          | g             | No reference to open space. Recommend an addition to Objective g to include reducing crime, and the fear of crime. |
| 6.2          | e, f          | No explicit mention could amend e or f to include accessibility and inequity issues.                               |

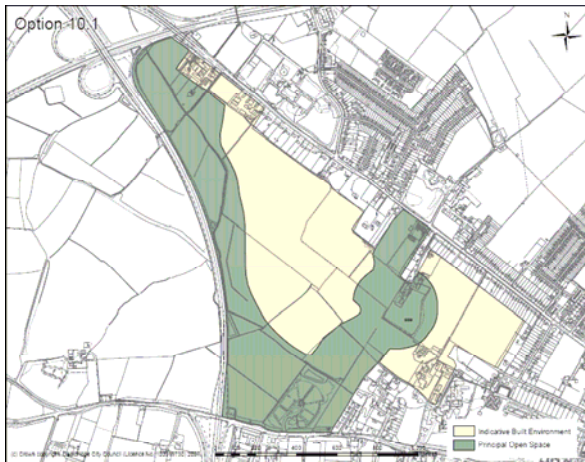
## Developing options for the site

The development of options for the site (Task B2) has been documented in two reports and associated SA Reports: the Issues and Options Report (published for consultation in September 2006 and available at: <http://www.cambridge.gov.uk/ccm/content/policy-and-projects/north-west-cambridge-area-action-plan-issues---options-report.en>); and this SA Report.

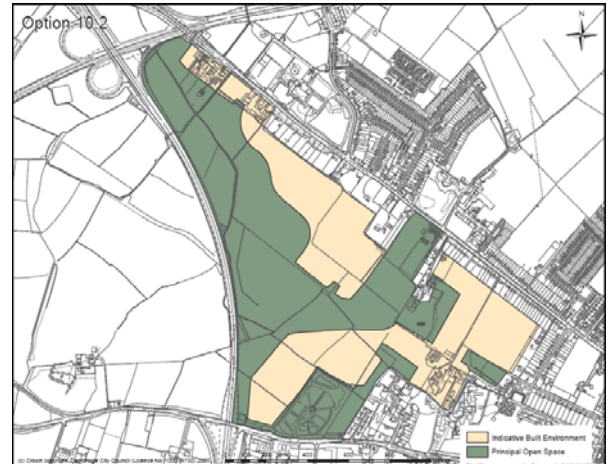
The issues and options report identified the issues and options facing:

- Landscape, setting and greenbelt
- Housing
- Employment
- Travel
- Local centre/community facilities
- Recreation and open space
- Energy
- Drainage
- Phasing and implementation

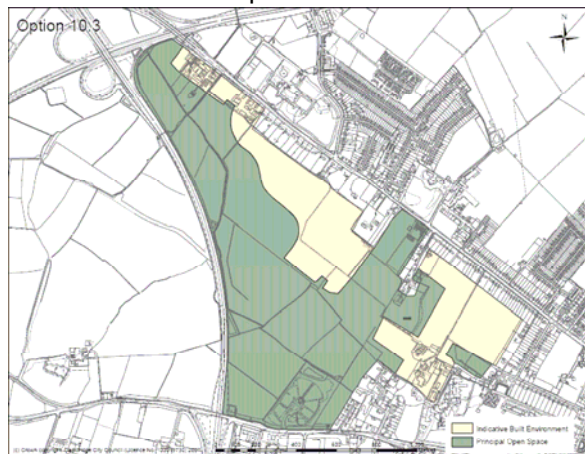
Five options were identified for the Issues & Options consultation. In each, the area in beige represents the development footprint and the area in green open space that would not be built on as part of the development.



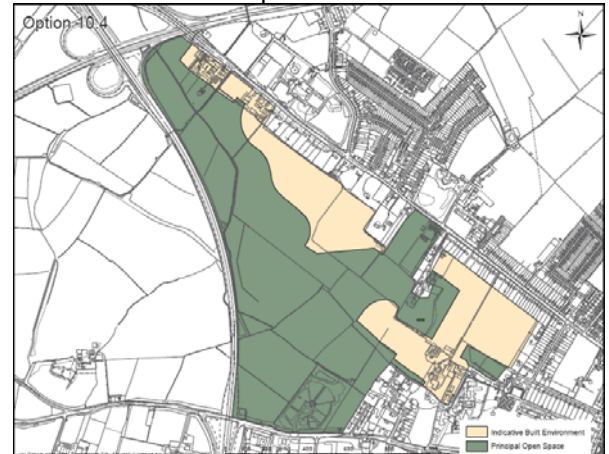
Option 10.1



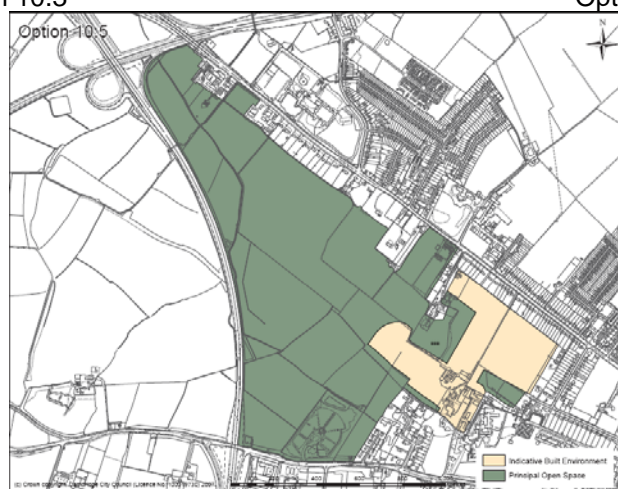
Option 10.2



Option 10.3



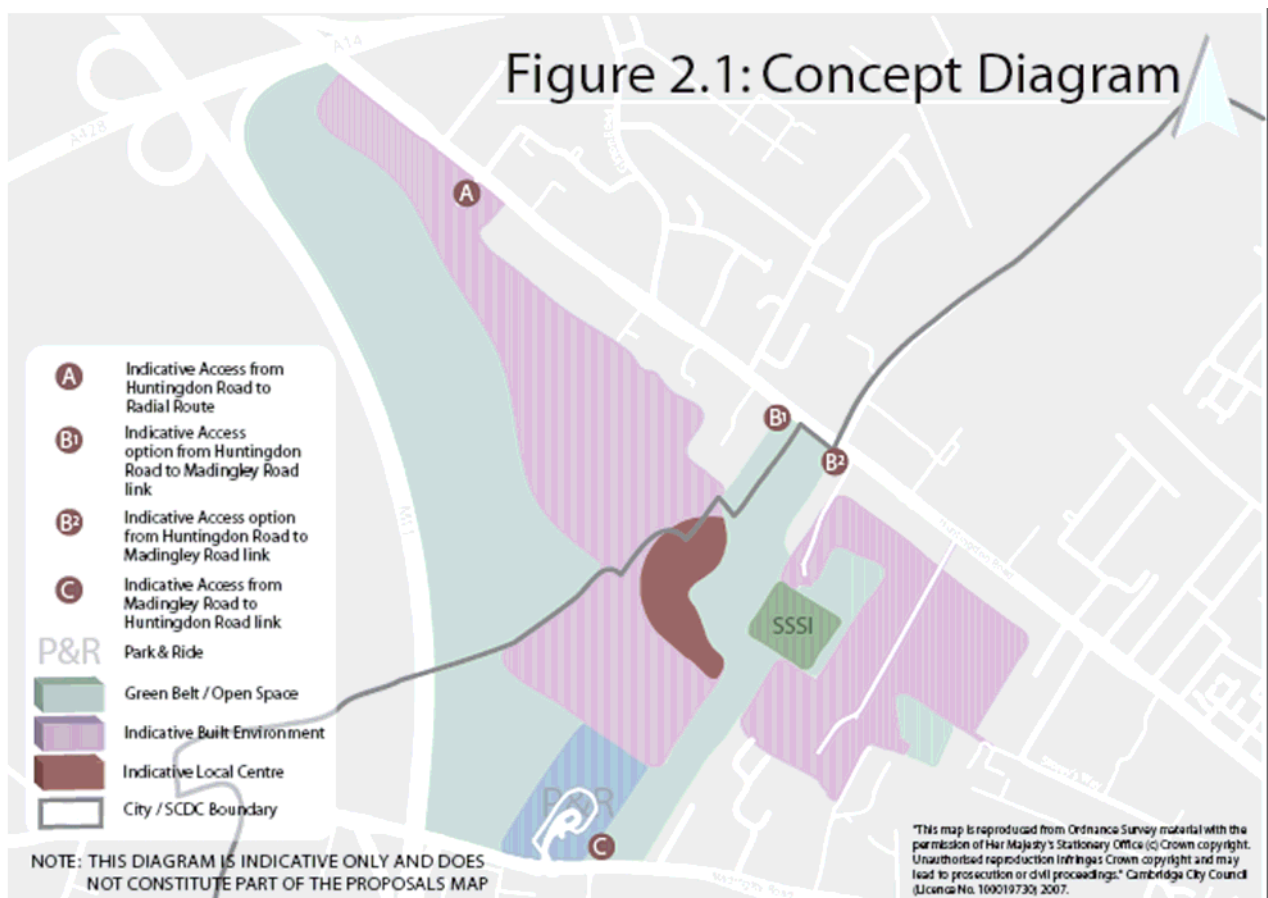
Option 10.4



Option 10.5

None of the site options consulted upon performed sufficiently well against the 2 key tests of meeting the University's needs and protecting the Green Belt setting of Cambridge that they could be recommended as the preferred site. In order to try and identify a site footprint that could better meet the 2 key tests of meeting the University's needs and protecting the Green Belt setting of Cambridge, a number of further site footprint options were identified during the assessment process, Options A to E, and these were also tested against the same site assessment criteria and subjected to Initial Sustainability Appraisal in the same way as the options consulted on.

The officer team investigated options to secure the maximum site footprint, in order to go as far as possible towards meeting the University's stated needs/aspirations. The team recommended site Option A to the North West Cambridge Joint Member Reference Group (JMRG) meeting on 29 June 2007. At the JMRG meeting, City Members raised concerns that there should be a large scale open space within the site in the strategic gap running through the development to reflect the character of Cambridge, more akin to the large open space proposed in the University's 10.1. A further site option was subsequently developed with Lead Members of the two Councils that is based on Option A but with a larger central open area – Option E. The preferred site is illustrated below:



## Appraisal of the Options

### Method

Scott Wilson carried out the SA of the issues and options in June 2006 and preferred options during August 2007. The appraisal involved assessing the performance of each option against each SA objective (Tasks B3 and B4). The appraisal was a qualitative exercise based on professional judgement on the part of Scott Wilson taking into account the information gathered in the Scoping Report and the background information set out in the draft Issues and Options Report for the North West Cambridge Area Action Plan.

The significance of the impacts of the options on each objective was defined using a scoring system as shown below. A summary for each set of options was included and mitigation measures, assumptions and uncertainties identified.

|           |  |
|-----------|--|
| <b>++</b> | Option will result in a positive impact on the SA Objective  |
| <b>+</b>  | The impact on the SA Objective is dependant on implementation, but if there were to be an impact it would most likely be positive. |
| <b>0</b>  | Neutral or negligible effect   |
| <b>X</b>  | The impact on the SA Objective is dependant on implementation, but if there were to be an impact it would most likely be negative. |
| <b>XX</b> | Option will result in a negative impact on the SA Objective  |
| <b>?</b>  | The relationship between the Option and the SA Objective is unknown, or there is not enough information to make an assessment.     |

### Appraisal of the Issues and Options

The full findings of the SA of the Issues and Options for the site are found here:

<http://cambridge.jdi-consult.net/ldf/readdoc.php?docid=129>

The summary conclusions from the appraisal were as follows:

- The environmental objectives bare the burden of the potential negative impacts arising from the different options. This is also where there is the greatest potential for cumulative impacts to occur.
- There tends to be a slightly higher degree of uncertainty within the environmental than the economic objectives. However, most of the uncertainty is focussed around several options, in particular 7.1, 12.1, 12.2, 14.1, 14.2 and 14.5.
- The economic objectives tend to have less negative and more positive impacts across the options than the social and environmental objectives

- Identifying which is the most sustainable option within most of the issues identified is not straightforward. Most require a degree of trade off especially between environmental and economic objectives of the SA.
- The SA does clearly identify one of the options as being more sustainable within the issue regarding access to the M11. The SA suggests that building access roads to the M11 will most likely detract from the sustainable development of North West Cambridge.
- The SA suggests that the decision on which options to proceed with, will require a degree of trade off between the environmental and economic issues affecting North West Cambridge.
- Perhaps the most important decision is the one regarding the size of the footprint. Five options have been produced and two options appear to try and compromise between maximising the land available for development whilst trying to minimise the negative environmental consequences. Another key decision will be the selection of the transport options, particularly the degree to which the new development will rely on the car. There is potential for a good sustainability win if the options that promote public transport over car use are taken forward.
- Ultimately the potential economic benefits of at least providing most of what the University says it requires extend beyond North West Cambridge and potentially affect the whole region and even perhaps nationally. The negative environmental impacts are more locally based. A significant environmental impact will be on the landscape and characteristics of the local area including the setting of Girton and Cambridge city. There is potential to mitigate some of the more important negative impacts such as the increased resource use and transport intensity as well as preserving the characteristic Cambridge townscape.
- The most serious potential negative impact is probably the use of scarce water resources. East Anglia is officially a water short area. The AAP talks about fitting water saving technologies in new developments. This is essential if negative impacts are to be reduced. However, the AAP may seek to go beyond this and perhaps undertake to retrofit existing homes in the area with water saving technologies. This could significantly enhance the real and perceived sustainability of the AAP.
- Other mitigation measures include the specification of low impact building design to decrease the impact of option 10.2 on the landscape, particularly buildings on the higher areas of the site such as the ridge. Ensuring that the school playing fields are open to the public would provide more social benefits for option 14.5 due to increase in available open space within the development. Specific mitigation measures will be required at the next stage of assessment on the preferred options, when the full cumulative impacts of the development are known.
- Some of the single options regarding, archaeology, biodiversity, construction processes, drainage, water conservation and landscaping, will provide additional

mitigation measures, which will help ameliorate potential negative impacts and maximise potential positive impacts.

## **Appraisal of the Preferred Options**

The following section discusses the likely sustainability effects of the implementation of the AAP. The assessment has identified that broadly speaking the AAP will provide a suitable and sustainable framework for the development of the North West Cambridge site. In real terms the site will provide additional housing and employment for Cambridge University in particular and also the wider Cambridge area and as such will result in unavoidable increased demand on resources and facilities. However, the AAP provides a framework to minimise and reduce the negative effects associated with these demands. The assessment also identified that a number of adverse effects could occur during site construction although these effects will be limited to the construction period and are discussed elsewhere in this document.

### **Social effects**

It is considered that the most significant effect of the AAP will be to provide a large proportion (50%) of affordable housing. The provision of key worker housing has been identified as a distinct area of need and is required to support the functions of the University. This is essential as the University is integral to the functions of the whole of the city. It is considered that this AAP will provide a means to make a substantial contribution to meeting this need.

In addition the site will provide market housing and student accommodation, which will help to fulfil some of the demands for provision in these housing sectors. The provision of market housing is essential to ensure that the site is attractive for development in order to achieve the required provision of affordable housing.

The requirement for the construction of a local centre with diverse uses will help to provide for the overall increased demand for such facilities. Furthermore the centre will help to encourage community cohesion, and provide a focus for mixing between new and existing residents in this part of the city.

It is considered that the AAP will increase the volume of travel movements. The proposals for transportation included in the AAP will help to maximise opportunities for residents and employees to use public transport, walking and cycling as a means to undertake these movements. It is considered that providing key worker housing and employment on the same site will help to ensure that walking and cycling are attractive means of commuting.

The proposal for the construction of a new north-south route through the site has the potential to effect traffic movements within this area of the city. The AAP does however incorporate preferential measures for public transport and cycling that will help to mitigate and suppress use by high levels of motor vehicles. The route will also help to provide connectivity with the rest of Cambridge. This is important to incorporate this development as a functioning part of the city.

## Economic effects

The site will provide employment uses within the high technology and specialist research sectors. This will help to support the reputation of Cambridge as a centre for these industries, thus supporting existing business by creating an atmosphere in which further investment and employment can thrive.

The local centre will also help to provide diversity in employment opportunities and will play an important role in supporting the larger employment uses as well as the residential element of the development.

## Environmental effects

As previously stated the development is likely to increase the volume of vehicle trips within this part of the city. This will increase the volume of associated pollutants. However, short of providing car free development the AAP does incorporate a range of measures (travel plans, car sharing schemes etc) that will help to suppress potential traffic volumes. The AAP also incorporates a number of opportunities for use of public transport, cycling and walking.

The assessment indicates some uncertainty surrounding the effects on travel movements as a result of the proposed Madingley Road to Huntingdon Road Link. It is possible that this could alter patterns of transport in the city and therefore may have environmental effects that at this stage cannot be clearly defined.

It is considered that the proposals contained within the AAP will alter the current character of the site. As an agricultural site this is unavoidable. The proposals for design codes will contribute towards providing a high quality of design. It is considered that it is likely that a new, but high quality character can be provided on the site. However, it is important that good design is extended to incorporate requirements for lighting and street furnishing to mitigate for features that could affect this character.

The protection of the strategic gap is also important to help create a high quality of character across the site. Furthermore this will offer opportunities for the provision of open space and leisure. The policy and text within the AAP also promote functions for enhancing biodiversity and reducing flood risk within the strategic gap. Development will increase the amount of impermeable surfaces and will effect how water drains from the site. Thus incorporating SuDS measures in the strategic gap will help to mitigate for flood risk. However it is considered important that when planning for these uses connectivity with the wider water catchment and sites for biodiversity is a key consideration.

The assessment also indicates that the AAP can be effective in promoting the incorporation of sustainability considerations into the design of new building. Furthermore, the AAP includes policy for the provision of on site renewable energy technology and measures to suppress increasing demands on water resources. It is considered that these measures are essential to ensure the long term sustainability of the site.

## Appraisal of the Submission Draft AAP

In line with the Local Development Regulations the Preferred Options were consulted upon for the required 6 weeks. During this time, the comments were recorded by the Councils and documented. In considering the comments made on the AAP, the Councils proposed changes to the AAP in preparation for submission. These changes are documented in Appendix VI.

In order to assess whether any of the changes proposed would affect the SA, a screening exercise was conducted to document whether the change was:

- **Major** – a major change was considered to be a significant change in policy wording, a new policy or other change that could have a material affect on the sustainability of the plan.
- **Minor** – a minor change was considered to include areas of clarification, or minor updates to background text that would not materially affect the outcomes of the plan.

Any changes that were considered ‘major’ were compared against the findings of the SA of the Preferred Option to determine whether there was any change in the outcomes of the SA. Full results can be found in Appendix VII, however, only those resulting in ‘major’ change were assessed.

The proposed changes to the AAP are predominantly clarifications and rewordings and generally have only minor impact on the Plan. There are three proposed changes that are considered major and affect the outcome of the Plan. Two relate to Preferred Policy Option NW7: Balanced and Sustainable Communities and one to Preferred Policy Option NW22: Public Art.

The integration of student housing throughout the development should improve relations between people from different backgrounds and social groups and in particular, reduce the stigma often attached to students in Cambridge. Correspondingly, students will have greater opportunity to live within communities that include affordable housing which could help foster greater understanding and reduce social exclusion.

The proposed change to Policy Option NW22 is likely to negatively impact the level of investment in key community services and infrastructure. Appropriate public art, in particular when designed by or chosen by the local community can act as a focal point and help build a sense of ownership of place among people. Capping the potential investment value at 1%, although consistent with other planning policy guidance, excludes the opportunity for additional funding even if unanimously approved.

The three alternative site footprints proposed differ significantly in terms of development area. Footprint (i) would require a relatively large increase in land take relative to the preferred option whereas Footprint (ii) would result in marginally less development area. Footprint (iii) delivers a compromise between the preferred option and the University’s proposal, Footprint (i).



Footprint (i) would enable the full development requirements of the University to be met. The increased development provision however, would result in reduced open space both within the development envelope and south-westwards towards the M11. Relative to the preferred option, this footprint is likely to increase significantly the development's visual impact from the west.

The alternative site Footprint (ii) would significantly reduce the visual impact of the development from the west and south-west as well as partially from the north-west. The proposed footprint is unlikely to meet the development needs of the university and the reduced visual impact would be to the detriment of open space provision within the development, including a buffer zone around the SSSI. It would also result in the loss of ecological, historical and landscape features to the south of the site.

Footprint (iii) represents a refinement of the preferred option. The additional footprint area should help deliver the majority of the University's development requirements yet maintain the perception of significant open space provision between the development and the M11. The increased development footprint in general terms beyond the 20 and 18m contours will result in a noticeable increase in visual impact from the west, in particular it is likely to further impact on views to Girton and the city compared with the preferred option.

3.7.4 In terms of delivering adequate development without significantly impacting areas of high ecological, historic or landscape value, the refined preferred option is likely to deliver the required levels of economic development and social infrastructure whilst minimising the development's overall environmental impact.

## Business as Usual

It is important to ensure that a plan improves upon the situation that would exist without the plan. As a result, the business as usual or 'do nothing' case was examined.

Without the adoption of the AAP, there are likely to be two possible scenarios:

- Scenario one: the site is not developed and continues to be used for its current predominantly agricultural/green belt use.
- Scenario two: the site to come forward for development either for currently proposed uses or different uses (NB. This option is possibly less likely due to the site green belt location of the site).
- The economic, social and environmental impacts anticipated under scenario one include:
  - The university's needs may not be met which could have implications for the University's international status;
  - This could have potential adverse effects on the local, regional and possible national economy;

- Local centre that will be provided on the site should have positive impacts on the local economy and provision of services and social facilities;
- Opportunity to provide affordable and key worker housing would be lost meaning house prices are likely to remain high; and
- Negative environmental impacts associated with development of the site would be avoided. These include preservation of agricultural land and open space, protection of views, the landscape and existing drainage patterns, reduced demand for resources (including water), avoidance of increases in noise, traffic or light pollution and impacts on climate change.
- The economic, social and environmental impacts anticipated under scenario two include:
  - Needs of the University may be addressed but uncertain;
  - Potential for provision of social facilities, affordable housing and local employment opportunities but less certainty as would depend on the proposals for the site; and
  - Impacts on the environment are uncertain. There could be negative impacts associated with development of the site as identified in the appraisal of the options for the AAP.

## Cumulative Impacts

It is a requirement of the SEA Directive (Annex 1 (f)) to assess the cumulative impacts of the plan (this includes synergistic and secondary impacts under this definition). In order to assess the cumulative impacts, Scott Wilson looked at the impacts of the AAP as a whole, across all the policies, and then looked at the AAP in combination with other projects proposed in close proximity to the site such as the NIAB site which lies in the sector between Huntingdon Road and Histon Road and will border the development site on its north eastern edge.

The scope of impacts was then increased to look at the possible impacts that could occur in the context of Cambridge City, and then the East of England Region. The table below illustrates the findings of the cumulative impact assessment.

| Cumulative Effect                 | Mitigation / recommendation |
|-----------------------------------|-----------------------------|
| <b>North West Cambridge Scale</b> |                             |

|   |   |
|---|---|
| <p>Future urbanisation to the Northeast of Huntingdon Rd, as a result of the 'NIAB' development, could lead to pressure for incremental developments into the open space to its west. This could devalue the strategic gap proposed by the Northwest Cambridge AAP. This could feasibly lead to pressure for incremental development within the strategic gap and the loss of many of its functions.</p>  | <p>The functions and role of the strategic gap should be planned for in conjunction with plans for the open space north of Huntingdon Rd. It is also important that this strategic gap is given stringent protection against development, as well as being designed and maintained to a high quality, thereby ensuring that it remains a valued resource into the future. Policy <b>NW4</b> provides protection for the gap in the lifetime of the AAP. This will need to retain Green Belt status for future protection.</p> |
| <p>In terms of the population, as well as the social and employment mix, of North West Cambridge it is important to consider the proposed development in combination with the University West development adjacent to the south, the proposed NIAB development adjacent to the north and the science and business park further to the northeast.</p> <p>The NIAB development will greatly increase the number of residents in this section of North West Cambridge. The AAP and the NIAB development are likely to have a significantly different social mix, as a result of a focus on market housing at the NIAB site. This will also contain a significant proportion of affordable housing that will be available to all sections of the population rather than only University staff. However, there are likely to be significant flows of people between these two sites.</p> <p>The AAP should add to the diversity of employment types in North West Cambridge. Policies <b>NW8</b> and <b>NW9</b> should result in a range of employment opportunities for residents of North West Cambridge that should be accessible by sustainable means of transport. Similarly, residents of the new development should be well placed to access jobs in North West Cambridge, and the City as a whole, by sustainable means.</p> | <p>It will be important to consider this combined demand when planning the development of the local centre and the provision of infrastructure, services and facilities. Although such facilities will be provided for use on site it is almost certain that there will be other of site users, particularly existing residents, future residents of the NIAB site and users of the proposed route linking Madingley Road and Huntingdon Road.</p>  |
| <p>The proposed road linking Madingley Road and Huntingdon Road should be supportive of increasing sustainable access to a range of work opportunities appropriate to the skills and aspirations of North West Cambridge residents. It should also allow residents to access a range of services and facilities.</p>  | <p>No mitigation required.</p>  |
| <p>It will be important to consider the energy needs of the NIAB development.</p>   | <p>Should a combined district heating scheme be technically possible, the economies of scale could</p>  |

|   |   |
|---|---|
|   | increase its feasibility.   |
| <p>It is felt that the sustainable design measures that are proposed to increase energy and water efficiency, alongside policy that promotes micro-generation and Sustainable Urban Drainage Systems, should benefit the image of North West Cambridge. This image, as an area of applied forward thinking and innovation, should be conducive with attracting investment to the research and high technology businesses in the area.</p>   | No mitigation required.   |
| <p>It will be important to consider how any sustainable drainage system (SuDS) on the AAP site can be integrated with the characteristics of the catchment at the scale of North West Cambridge. Features such as ponds or swales can provide areas for flood risk reduction beyond the site itself.</p> <p>It is important to highlight that cumulative increases in surface water run-off may result from development (and therefore decreased ground permeability) around the AAP site as well as on the site itself.</p> <p>There are likely to be particular risks to the water environment associated with the construction phase of development. These risks are likely to increase if there is other construction in the immediate catchment going on simultaneously.</p> | <p>SuDS should be in place and functional at the construction phase of development. This could be included in the supporting text of <b>NW25</b> and <b>NW28</b>.</p> <p>Policy <b>NW25</b> seeks to maximise opportunities for the wider benefits of SuDS features, such as decreasing habitat fragmentation and increasing access to wildlife habitat. However, by requiring development to consider the wider water and wetland environment there may be greater opportunities to achieve enhancement of biodiversity. There are number of other small watercourses and water bodies in North West Cambridge, and it may be possible to link the SuDS with these, in terms of access and ecological connectivity. Although there is no identifiable green corridor running from the North West of the city to the centre of Cambridge (the confluence of several other green corridors), possibilities for ecological connectivity in this direction should nonetheless be promoted (see also comments regarding cumulative effects at the East of England scale).</p> |

|   |   |
|---|---|
| <p>If construction periods on the AAP and NIAB site were to overlap there could be a number of negative cumulative effects relating to noise, visual effects, air quality and construction traffic amongst others.</p> <p>Policy <b>NW30</b> promotes the phasing of development on the AAP site. It is important that decisions on phasing take account of other development occurring in North West Cambridge, particularly the NIAB development. The negative impacts experienced by local residents as a result of living near to a construction site could be amplified by simultaneous construction of the NIAB site.</p>   | <p>Ideally there could be a joint code of construction between development sites that seeks to reduce potential cumulative impacts in the area.</p> <p>Vehicle movements to the two sites will also have to be considered in combination. If the cumulative effects are deemed to be significant then other routes / site access points will have to be given consideration.</p> <p>Phasing of the development (policy <b>NW30</b>) could also be used to mitigate for any effects. It is recommended that before the AAP is submitted for inspection these issues are considered and reflected in policy if required. It will be important to make use of phasing, at both sites, to increase the distance between the construction that is ongoing at any one time on both sites.</p> |
| <b>Cambridge City Scale</b>   |   |
| <p>The focus on key worker housing in the proposed AAP is seen as a positive cumulative effect in terms of ensuring that the proposed development integrates well with Cambridge as a whole. If the proposed housing was more market led it is likely that there would be a greater proportion of people commuting out of Cambridge. The proximity to the major trunk road network would facilitate this. It is likely that the focus on affordable housing for those people who will work on site will mitigate, to a degree, increased car use at the sub-regional scale.</p>   | <p>No mitigation required.</p>  |
| <p>There are concerns that, considering the pattern of other residential and employment development in Western Cambridge, the proposed link road could lead to some unsustainable effects. There is clear potential for the link road passing through the site to be used as a through route by vehicles seeking to reach residential or employment areas. The effect of this could be to increase the feeling of the road being a physical barrier that splits the North and South of the site. Policy <b>NW14</b> does seek to minimise impacts and promote sustainable modes of transport along this route but this may not alone be able to suppress traffic movement along this route.</p> | <p>It will be important to consider restricting access to the private car, and/or implementing stringent traffic calming / traffic deterring measures. Policies <b>NW11, NW16, NW17</b> and <b>NW18</b> should help towards achieving this. Furthermore, citywide planning could help to mitigate by restricting certain traffic movements. This however is outside of the scope of this assessment. Adequate and dedicated space for busses, walking and cycling should be provided for as a matter of priority.</p>   |
| <p>Policy <b>NW26</b> seeks to ensure that there is adequate foul water drainage to cope with rate of</p>   | <p>It will be important to consider the effects of other new development that will also be making use of</p>  |

|  |   |
|--|---|
| new development on site.   | water treatment capacity in Cambridge.  |
| <b>East of England Scale</b>   |   |
| <p>Peterborough is identified by the Secretary of State's Proposed Changes to the East of England Regional Spatial Strategy (2006) as a regionally strategic employment location that will see growth in a number of key sectors and clusters. It is possible that the AAP development will be seen as attractive location to live for workers in Peterborough that can commute by using the A14/A1(M). Although there are direct trains from Cambridge to Peterborough the train station is not sufficiently close enough to provide an attractive alternative to the private car.</p> <p>Similarly, Harlow is likely to see considerable employment growth related to the expansion of Stansted Airport. Again, both Harlow and the airport itself are highly accessible from the AAP site by private car, with little option to make use of sustainable modes of transport.</p> <p>The Secretary of State's Proposed Changes to the East of England Regional Spatial Strategy (2006) states that the Cambridge area and the London / Stevenage / Peterborough corridor are likely to come under increasing transport pressure as a result of underlying traffic growth and the development strategy of the RSS. Development on this side of Cambridge is likely to be conducive with this traffic growth.</p> | <p>Access to the existing train station and the proposed train station at Chesterton Sidings should be promoted. However, it is unlikely that this will provide an attractive alternative to use of the private car to reach destinations in the Western Arc of Cambridge. The only clear option for mitigating increased traffic on the trunk road network as a result of the AAP is to promote a culture of low car dependency amongst residents. Policy <b>NW11</b> seeks to promote this, however promoting car free development would mitigate this further.</p> |

|  |   |
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| <p>A well designed SuDS could be effective in contributing to wetland ecological connectivity at the sub-regional scale.</p>   | <p>There is currently no strategic green corridor entering Cambridge from the Northwest (see Figure 3.2). However, Figure 3.3 suggests that Washpit Brook, or Beck Brook as it becomes north of Girton, is potentially very well connected to the network of floodplain grazing marsh BAP habitat at the regional scale. Along Beck Brook to the north are 3 patches of floodplain grazing marsh. It then meets the River Great Ouse approximately 9.5 km north of Girton, and so can be said to have a degree of ecological connectivity to the wider Cambridgeshire Fens. Also, there are a number patches to the northwest of Girton which then meet with more extensive areas of floodplain grazing marsh associated with the reservoirs around St. Ives.</p> <p>As a result of the above consideration of existing wetland ecological networks at the sub-regional scale it is thought that there should be an increased focus on the ecological permeability of the Washpit Brook corridor, particularly to wetland species. A key aim should be to achieve a degree of ecological connectivity with the River Cam. The SuDS, if suitably designed, can play an important role in increasing ecological permeability.</p> |
| <p>East of England already has strained water resources. Due to the strategic nature of this shortage the cumulative impacts of the development on water use in the Cambridge and south Cambridgeshire areas should be considered.</p> | <p>This site exists within a wider development area and as such the LDF and other plans need to address the issue of sustainable water consumption at a strategic level.</p>  |

## Trade-offs

Clearly there are ranges of effects of the plan on sustainability that will need to be considered. It is important to recognise that there will be trade-offs and to identify what they are in order for the effects of the plan to be considered overall. At this stage it is not possible to quantify any of the findings, but it is possible to come to some, more general, conclusions. Firstly, there will be clear social gains, including provision of affordable key worker housing and market housing, in addition to student accommodation, secondly there will be a certain amount of economic benefit through the provision of research facilities for the University and local centre. The design of these elements of the built environment, through the policies in this AAP should be sustainable compared against the conventional standards. Thirdly, there will without doubt be negative environmental effects through the development of this site. It is recognised that this unavoidable as any new development will increase the consumption of natural resources such as energy and water almost regardless of the level of sustainable design and construction aimed for. Allied to

this is the existing water situation in the East of England which makes water consumption a very significant issue. Additional impacts may include possible deterioration in air quality through additional traffic. The AAP goes a significant way towards mitigating these effects however it is limited in terms of its scope to affect change at this level.

Full mitigation of all the environmental impacts would be beyond the scope of this plan. Instead the Councils are advised to integrate water saving and energy minimisation policies at the highest level, and to engage with the regional planning bodies and utilities to ensure that developments such as that proposed for NW Cambridge can be sustainable at the strategic level and within the environmental limits of the region.

## Mitigation

The full list of mitigation measures identified following the appraisal is shown in Table 3.7 of the main report. The key mitigation measures that were recommended and noted by the Council or incorporated into the Preferred Options Report include:

| Policy Reference Number | SA Recommendations  |
|-------------------------|---|
| NW2                     | The main area for change is in strengthening some of the principles already in place, and adding slight amendments to other Development Principles:   |
|                         | The biodiversity of the site needs to be appraised ASAP.  |
|                         | Principle 3 or 4 should be amended to include light and light pollution   |
|                         | Principle 2 (j) should be amended to “Provide integrated refuse and recycling facilities <i>and reduce the amount of waste produced through good design.</i> ”  |
|                         | Principle 2 (f) should be amended to say “Enhance and <u>protect</u> the biodiversity...”   |
| NW4                     | Policy should be reworded to read:<br>“to ensure separation is maintained between Cambridge and Girton village and to provide a central open space for <u>biodiversity</u> , <u>landscape</u> , recreation and amenity, whilst ensuring a cohesive and sustainable form of development. |
| NW9                     | Local employees accessing their place of work by sustainable means of transport is of strategic importance.   |
| NW11                    | Car free should apply to the market housing and University buildings in addition to the ‘essentially car free’ University accommodation. This is recommended as the most sustainable option.  |
| NW12                    | Traffic assessments may be necessary as part of the development proposal <u>must</u> include consideration of whether the scheme could induce new traffic movements.  |
| NW13                    | It will be at the detail level that it will be possible to gauge the true level and type of impact on landscape character, and furthermore to ascertain the impacts of light, noise and air pollution. Therefore any application should consider Landscape Impacts as part of its scope |
| NW19                    | The policy should be expanded to promote car free development for <u>all</u> of the land uses designated on the site. This is recommended as the most sustainable option.   |



|  |  |
|--|--|
| NW20                                   | Part 1 of the policy has no mention of ensuring high quality services and facilities. Suggest rewording thus:<br>“The development will provide an appropriate <u>high quality</u> level and type of services and facilities in suitable locations ...”   |
|  | Part 2 of the Policy should be reworded to make clearer what it is hoping to achieve. Suggest the addition of an e.g.:<br>“Where appropriate, those services and facilities delivered by the community or voluntary sector (e.g. faith facilities) will be provided through...”  |
| NW21                                   | There were no negative impacts identified by the assessment. One recommendation is that, although the Policy promotes public transport access, it will be important to ensure that this enables access to the centre for all elements of the community. This should be mitigated through <b>NW2 (1 (b))</b> .  |
| NW22                                   | Most detailed mitigation for this policy should be implemented through the Masterplan. Recommend that the policy or policy background include integration of public engagement requirements.   |
| NW23                                   | The supporting text paragraph 8.1 should be amended to, “many open space <u>uses</u> are not mutually exclusive”.  |
|  | The policy background text should be amended to promote a strategic approach to locating all open and green space encouraging the use of pedestrian and cycle routes   |
| NW24                                   | The policy should be rephrased to ensure the highest possible standards are aspired to, unless it can be proven that they are not reasonable for technological, economical or environmental reasons.   |
|  | There should be a clearer distinction between the CSH and BREEAM standards. CSH applies to residential development, taking over from EcoHomes whereas BREEAM will apply to all other developments. This split needs to be distinct and clear.  |
|  | To avoid confusion between climate change mitigation (reduction in CO <sub>2</sub> ) and adaptation (flood defences) the last sentence of paragraph 9.1. should be amended to read:<br><i>“North West Cambridge will need to play its part in helping to reach this goal, balancing the overall increased emissions due to the scale of the development, with the opportunities that new development offers for reducing carbon emissions, through such measures as sustainable design and the provision of decentralised and renewable energy sources.”</i> |
|  | This Policy refers to sustainable design, but could also be used to promote sustainable construction. Amend Part B to read <i>“...sustainable design and construction in line with...”</i>   |
| NW25<br>(NW24 in the Submission Draft) | There needs to be a clearer hierarchy in Part two of the policy, as CHP can be fuelled by biofuels, just as a DHS. A possible hierarchy could be:<br>1. CHP fuelled by biomass<br>2. CHP fuelled by gas<br>3. District heating fuelled by biomass<br>4. District heating fuelled by gas  |
| NW26<br>(NW25 in the Submission Draft) | Part 2 of the Policy should be reworded to increase clarity. It could be stated that:<br>“The SuDS will seek to hold water on the site, ensuring that it is released to surrounding water courses at an equal, or slower, rate than is the case prior to development.”   |
|  | In order to increase clarity, Part 4 of the Policy could be reworded to state that:<br>“Any surface water drainage scheme will need to be capable of reducing the down stream flood risk associated with storm events as well as normal rainfall events under future climate change scenarios.”  |
| NW27<br>(NW26 in the                   | It could be beneficial to refer to integrated approaches to the treatment of wastewater that include grey water recycling as part of sustainable design and construction (promoted by  |

|                                     |  |
|-------------------------------------|--|
| Submission Draft)                   | Policy <b>NW24</b> ).  |
| NW28 (NW27 in the Submission Draft) | Part 2 of the Policy could be reworded to add to clarity. This could read: “No development shall commence until the written agreement of the local planning authorities has been secured <u>stating</u> that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity.” |
| NW29 (NW24 in the Submission Draft) | The supporting text refers to water conservation measures reducing ‘the overall demand for water’. This is not strictly true as the development will in fact increase overall demand for water in what is already a water stressed region. The Policy should aim to reduce <u>per capita</u> demand for water.   |
|                                     | Paragraph 2 of the supporting text refers to ‘improving the efficiency of water supply’. This should be changed to ‘water use’.  |
|                                     | The final sentence of paragraph 9.18 should read ‘adverse affect on biodiversity, or the wider water environment, in accordance with the Water Framework Directive’.   |
| NW31 (NW29 in the Submission Draft) | The Policy should make explicit the requirement to link providing high quality habitat (including the planting of trees of local genetic stock) that is strategically located in order to reduce habitat fragmentation with improving the quality of open space and green space.   |
| NW33 (NW31 in the Submission Draft) | To ensure the comprehensiveness of the list of types of infrastructure for which contributions will be sought ‘energy infrastructure’ could be added to the list in paragraph 10.13  |

## Monitoring

| Significant Effects   | Potential Indicators   |
|---|--|
| <b>Social effects</b>   |  |
| Provision of a large proportion (50%) of affordable housing (key worker)                                    | Total deliverable amount of affordable housing<br>Occupancy rates of affordable housing (key worker) |
| Provision of a significant quantity of market housing and student accommodation                             | Occupancy rates and average housing prices (accessibility to housing)                                |
| Increased vehicular travel movements  | Number of journeys by type and mode  |
| Increased use of public transport and alternatives to the car (cycling, walking)                            |  |
| <b>Economic Effects</b>   |  |
| Increased high tech industry may create a positive investment atmosphere.                                   | None proposed  |
| Provision of local centre provides a diversity of employment types.   | Number and type of jobs on site.   |
| <b>Environmental Effects</b>  |  |
| Increased vehicular trips resulting in increased emissions associated with vehicles (NOx PM <sub>10</sub> ) | Number of journeys by type and mode<br>NOx and PM <sub>10</sub> levels on site.                      |

|  |   |
|--|---|
| Change of use of the site from agriculture to mixed use.                               | None suggested  |
| Negative effects on Landscape Character  | None proposed   |
| Preventing coalescence and local character through the retention of the Strategic Gap. | None proposed   |
| Increase risk of surface water flooding  | Incidents of flooding on site   |
| Increased energy efficiency of buildings   | Number of buildings achieving the required levels of building sustainability. |

## Difficulties encountered

The AAP by its nature is a strategic document for the development of a site. As such, much of the information required to make precise assessments will not be forthcoming until the Masterplanning stage, and the submission of a planning application. Therefore, a number of assumptions were made, principally that the policies will be fully implemented as stated rather than being only partially implemented or traded off against one-another.

Also, there are some gaps in information, for example on the level of biodiversity on the site such as habitat types and protected species. It is recommended that any applicant for development of this site carry out a Phase 1 and Phase 2 ecological survey.

## What happens next?

The North West Cambridge Area Action Plan will now be submitted to the Secretary of State .To enable the community and other stakeholders to continue to contribute to the LDF, there is now a period of formal consultation on the AAP. This stage is called “Submission Draft Consultation”. This SA will be submitted for consultation alongside the Submission draft AAP (Task D1).

Following consultation, there will be an independent examination by a planning inspector of the submitted document, who will make binding recommendations to the Councils on any changes necessary to make the plan “sound” before it is then formally adopted.

Once a plan or programme has been adopted, the SEA Directive requires those responsible for preparing it – in this case the Council - to provide the public and the Consultation Bodies with information on how environmental considerations and consultation responses are reflected in the plan or programme and how its implementation will be monitored in the future. This will form the SA/SEA Statement (Task D3).

## Contact Information

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# 1 Introduction

1.1.1 Table 1.1 below indicates where specific requirements of the SEA Directive can be found within this report. This report is one of several key reports to be prepared as part of the SEA / SA process and the table records in which reports information can be found.

**Table 1.1: SEA Directive requirements checklist**

| Environmental Report requirements <sup>4</sup>   | Section of this report                                |
|--|---|
| an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes;  | Section 1, 3.2 and Appendix IV                        |
| the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;   | Appendix V  |
| the environmental characteristics of areas likely to be significantly affected;  | Section 2.3, Appendix III and Scoping Report Addendum |
| any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;  | Section 2.4 and the Scoping Reports                   |
| the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;   | Appendix II and the Scoping Reports                   |
| the likely significant effects <sup>5</sup> on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors; | Section 3 and Appendices IV and V                     |
| the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;  | Section 3.9   |
| an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;   | Section 3.3, Appendix I and the Interim SA Report     |
| a description of the measures envisaged concerning monitoring in accordance with Article 10;   | Section 3.10  |
| a non-technical summary of the information provided under the above headings.  | Non-Technical Summary section                         |

<sup>4</sup> As listed in Annex I of the SEA Directive (Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment).

<sup>5</sup> These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects.

## 1.2 Report structure

1.2.1 This report is structured as follows:

- **Section 1** – Sets the context of the Area Action Plan and the Sustainability Appraisal
- **Section 2** – Summarises the findings of Stage A of the SA process, setting out the scope and baseline
- **Section 3** – Sets out the options appraisal methodology and the appraisal of the North West Cambridge AAP Preferred Options Report and the Submission Draft Area Action Plan.

1.2.2 The SEA Directive sets out a legal assessment process that must be followed. In light of this, this report clearly sets out the relevant requirements of the SEA Directive and explains how these have been satisfied (or will be satisfied). In particular, the SEA Directive requires that ‘reasonable alternatives’ – or options - are identified, described and evaluated taking into account ‘the objectives and the geographical scope of the plan or programme’.

### Signposting

For ease of access, where the SEA Directive or Regulations require a specific task to be completed, or information to be present, there will be signposted boxes, similar to this, that highlight which aspects of the Directive and Regulations have been met by that section

## 1.3 Sustainability Appraisal and Strategic Environmental Assessment

1.3.1 Scott Wilson were commissioned to undertake the Sustainability Appraisal of the draft North West Cambridge Area Action Plan.

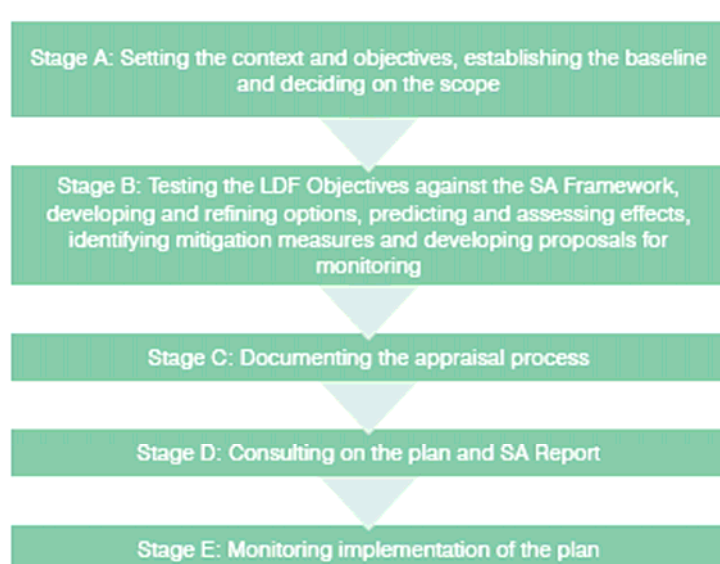
1.3.2 Under the Planning and Compulsory Purchase Act (PCPA) (2004), each Local Development Document (LDD) – the components of a Local Development Framework (LDF) - must undergo a Sustainability Appraisal (SA). SA involves the identification and evaluation of the LDD’s impacts on economic, social and environmental objectives – i.e. its compatibility with the three dimensions of sustainable development. The SA process incorporates the requirements of a new European law requiring certain plans and programmes to undergo a formal Strategic Environmental Assessment (SEA).

1.3.3 SEA involves the systematic identification and evaluation of the environmental impacts of a strategic action (e.g. a plan or programme). In 2001, the EU legislated for SEA with the adoption of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the ‘SEA Directive’). The Directive entered into

force in the UK on 21 July 2004 and applies to a range of English plans and programmes including many LDDs.

1.3.4 SA and SEA are therefore both statutory requirements. The Government's approach to this dual requirement is to incorporate the requirements of the SEA Directive into a wider SA process that considers economic and social as well as

1.3.5 environmental effects. To this end, the Government published guidance<sup>6</sup> on undertaking SA of LDDs which incorporates the requirements of the SEA Directive ('the Guidance') in November 2005. The combined SA / SEA process is referred to in the Guidance and in this document as 'Sustainability Appraisal (SA)'.



1.3.6 The Guidance advocates a five-stage approach to undertaking SA (see Figure 1.1).

**Figure 1.1: Five stage SA process.**

1.3.7 Stage A involves establishing the framework for undertaking the SA – essentially a set of sustainable development objectives against which each LDD can be assessed – together with the evidence base that will help to inform the appraisal. The framework and evidence base were documented in three Scoping Reports; Cambridge City Council produced one and South Cambridgeshire Council produced another, and together a Scoping Report Addendum<sup>7</sup> was produced by both Councils. All three reports were subject to consultation (Task A5) with the statutory consultees<sup>8</sup> and other stakeholders. The findings of the reports have been used to inform this SA.

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<sup>6</sup> Available from: <http://www.communities.gov.uk/publications/planningandbuilding/sustainabilityappraisal>

<sup>7</sup> Available from: [http://www.cambridge.gov.uk/ccm/cms-service/download/asset?asset\\_id=6183034](http://www.cambridge.gov.uk/ccm/cms-service/download/asset?asset_id=6183034)

<sup>8</sup> Natural England, English Heritage and the Environment Agency.

- 1.3.8 Stage B of the SA process involves the main body of appraisal work. With respect to the North West Cambridge AAP, this involves assessing the AAP objectives for the site (i.e. the aspirations for its future) and then assessing the policies developed to implement and guide the preferred option.
- 1.3.9 This report – referred to as an SA Report – is the culmination of Stages A and B, and forms Stage C of the process. The appraisal findings documented in this report will be taken into account by the two Councils in the development of the Submission North West Cambridge AAP.

## 1.4 North West Cambridge Area Action Plan

- 1.4.1 Cambridge City Council and South Cambridgeshire District Council are currently preparing the North West Cambridge Area Action Plan.
- 1.4.2 The North West Cambridge Area Action Plan is required due to the proposals in regional plan RPG6 concerning the high levels of growth in the Cambridge area required to support the local economy. Growth in and on the edge of Cambridge is identified as the most suitable location for that development.
- 1.4.3 The Cambridgeshire and Peterborough Structure Plan 2003 identifies the North West Cambridge area as one where major change is to take place through a review of the Cambridge green belt. Policy P9/2c proposes development specifically for predominantly University-related uses between Huntingdon Road and Madingley Road.
- 1.4.4 The Area Action Plan will outline the urban extension to Cambridge between Madingley Road and Huntingdon Road. The extension would cover land in both Cambridge City and in the Parish of Girton in South Cambridgeshire and would address the long term development needs of Cambridge University.
- 1.4.5 The LDFs prepared by Cambridge City Council and South Cambridgeshire District Council will include a number of Local Development Documents (LDDs). There are two types of LDDs – Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). The Area Action Plan is a Development Plan Document (DPD) and forms part of the LDF being prepared by each of the two councils.
- 1.4.6 Each LDD – including the North West Cambridge Area Action Plan must be subject to a Sustainability Appraisal (SA).

### Development of the Area Action Plan

- 1.4.7 In line with the guidance laid out in PPS 12 and the Town and Country Planning Regulations (2004), an Issues and Options paper was developed to outline all the reasonable options for the development of the site in the North West Cambridge area. This was subject to a sustainability appraisal, the results of which were documented in an Interim Sustainability Appraisal Report (ISAR) and consulted on with the Issues and



Options report as required by Regulation 25 of the Town and Country Planning Regulations. The ISAR report is available here:

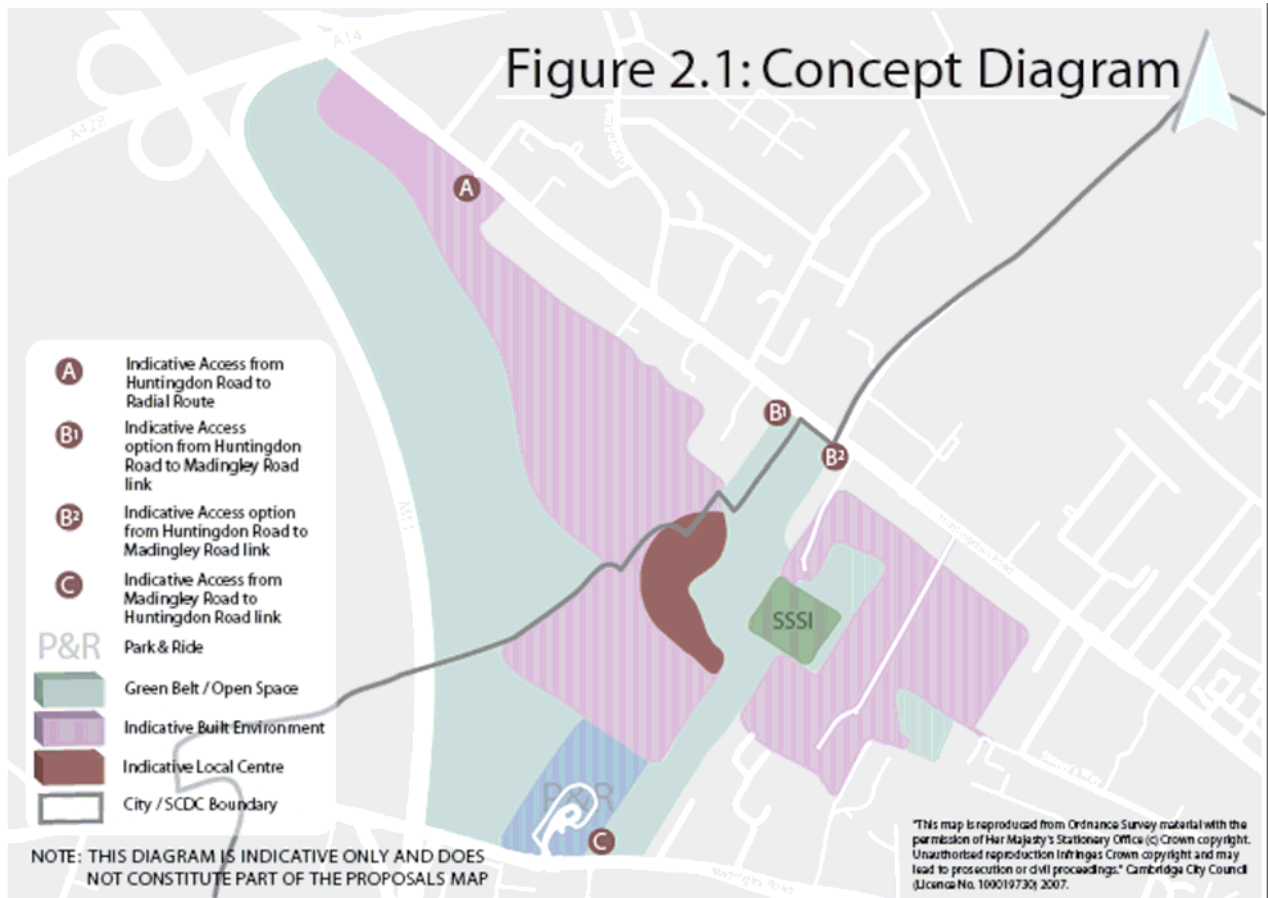
<http://www.cambridge.gov.uk/ccm/content/policy-and-projects/north-west-cambridge-area-action-plan-issues---options-report.en>

1.4.8 The Preferred Options Report, prepared by the Councils', was set out in two volumes. Volume 1, a draft plan, included policies and their reasoned justification. It covered the main areas of the plan that will guide development. Volume 2 recorded how each Preferred Option was chosen. The Preferred Options formed the basis of the draft policies in Volume 1 and is an important element of the Councils' evidence base and audit trail for the development of policies. Volume 2 sets out:

- The Options which have been the subject of consultation;
- Any new Options arising from Community Involvement (this applies only to the site and setting section);
- A summary of the results of Community Involvement;
- A summary of the Initial Sustainability Appraisal of the Options;
- The Councils' Response;
- Any changes resulting from the Draft Final Sustainability Assessment report on the emerging Preferred Options;
- How it performs against the Tests of Soundness as set out by Regulations; and
- Conclusions and identification of the Preferred Option

1.4.9 Appendix I of this report illustrates the development of the Preferred Options from the Issues and Options stage. In drawing up the draft plan account has been taken of national, regional and local policy, Issues and Options representations, local circumstances and the available evidence base as recorded in Volume 2 of the AAP.

1.4.10 A summary of the site footprint options and their rationale for exclusion can be found in Section 3.3 of this report. Figure 1.2 below shows the preferred spatial footprint.



**Figure 1.2: NW Cambridge AAP concept diagram**

## 2 Stage A

### 2.1 Introduction

2.1.1 Stage A in the SA process involved five key tasks:

- **A1** – Identify other relevant plans, programmes and sustainability objectives that will influence the LDF
- **A2** – Collect relevant social, environmental and economic baseline information
- **A3** – Identify key sustainability issues for the SA / plan to address
- **A4** – Develop the SA framework, consisting of the SA objectives, indicators and targets
- **A5** – Produce a Scoping Report and consult relevant authorities, the public and other key stakeholders on the scope of the appraisal

2.1.2 Stage A involves establishing the framework for undertaking the SA – essentially a set of sustainable development objectives against which each LDD can be assessed – together with the evidence base that will help to inform the appraisal. The framework and evidence base were documented in three Scoping Reports; Cambridge City Council produced one and South Cambridgeshire Council produced another, and together a Scoping Report Addendum<sup>9</sup> was produced by both Councils. All three reports were subject to consultation (Task A5) with the statutory consultees<sup>10</sup> and other stakeholders. The findings of the reports have been used to inform this SA.

### 2.2 A1: Context Review

2.2.1 The first task in Stage A of the SA process involved reviewing the policy and sustainability context in which the Cambridge City Council and South Cambridgeshire District Council LDFs are being prepared. This entailed reviewing a large number of policies, plans, programmes, strategies and initiatives prepared at international, national, regional and local level considered relevant to the LDF. This review identified a number of pre-requisites (including targets) that LDF policies must reflect in the light of local circumstances. The documents examined for the South Cambridgeshire District Council and Cambridge City Councils LDFs are given in Appendix II.

### 2.3 A2: Baseline information

2.3.1 Research was undertaken to assemble a baseline dataset which quantifies local conditions on 40 parameters, including river water quality, air quality, loss of high quality

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<sup>9</sup> Available from: [http://www.cambridge.gov.uk/ccm/cms-service/download/asset?asset\\_id=6183034](http://www.cambridge.gov.uk/ccm/cms-service/download/asset?asset_id=6183034)

<sup>10</sup> Natural England, English Heritage and the Environment Agency.

agricultural land, the area and condition of important wildlife habitats, housing completion rate and the achievement of energy efficiency ratings in new dwellings, levels and patterns of commuting and travel to school, availability of shops and other amenities in the District's villages, unemployment levels, educational achievement rates, etc. Data on conditions in adjacent local authority areas, in the East of England, or nationally, was used to determine whether environmental, economic and social conditions in the District were favourable, average or typical of the surrounding region, or unsatisfactory and in need of specific corrective policy. The findings of the baseline reviews for the South Cambridgeshire District Council and Cambridge City Council scoping reports, together with updated baseline information from the South Cambridgeshire District Council Annual Monitoring Report<sup>11</sup> are given in Appendix III.

## 2.4 A3: Sustainability Issues

2.4.1 The main issues identified in the South Cambridgeshire Scoping Report through Tasks A1 and A2 are summarised below:

### **Land and water resources**

- Limited stock of brownfield land means new development will inevitably result in the loss of high-quality agricultural land;
- New development may sterilise important local sources of sand and gravel;
- New development could alter natural drainage patterns while also providing scope for contamination of groundwater in areas where rainfall currently percolates directly into the soil;
- Development will make additional demands of water supply (for homes, industry, etc.) in an area where the capacity of natural systems is limited.

### **Biodiversity**

- The rural nature of the district means that development may result in the loss or deterioration of local habitats such as hedgerows and verges;
- Development may affect specific areas covered by national and international designations, which are often very sensitive and can be easily affected by impacts from non-adjacent locations.

### **Landscape, townscape & archaeology**

- Further expansion at the fringes of Cambridge could adversely affect the unique character and setting of the city by hemming it in, affecting the quality of approaches to the City, harming the quality of the landscape, and shutting off key views of its distinctive skyline;

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<sup>11</sup> Note that the appraisal has been informed by the 2005 AMR, this will be updated to include the 2006 AMR for the submission SA Report.

- The pace of growth and infilling around Cambridge means that there is no clear local style or building material and further growth may exacerbate this situation if clear design controls are not imposed;
- Uncontrolled or unsympathetic development could harm local landscape character if it occurs on a large enough scale, or repeatedly through a particular area;
- South Cambridgeshire's archaeological heritage could be threatened by development that in effect sterilises known sites, or which harms the setting of sites with important historical or cultural associations;
- Development may encroach on existing areas of open space, amenity and recreation value, or it may harm their setting and tranquillity.

### **Climate change and pollution**

- Development pressure in the north of the district may result in use of land potentially subject to flooding by the Great Ouse and its tributaries (there is a lower risk in the south of the district);
- Local topography and drainage systems mean that there is an existing flood hazard across parts of the district;
- Adoption of sustainable development objectives that reduce the direct and indirect impacts of climate change, increased use of renewable energy, and more energy-efficient management of homes and business properties cannot occur without the support of, and direct action by, employers, homeowners and parents;
- The rural nature of the district makes residents dependent on the private car, resulting in high levels of ownership and usage;
- The district straddles several important transport arteries, and addressing local transport issues such as encouraging a modal shift to public transport will not solve the whole problem;
- Dispersal of housing and employment beyond Cambridge city has occurred at different rates and in different directions, contributing to high levels of commuting, particularly that by private car;
- Despite improvements in composting and recycling, the rate of waste production is still rising;
- Development through infilling or creation of new communities will contribute to noise and light pollution.

### **Healthy communities**

- Fear of crime in the district is disproportionate to actual crime rates;

- Dependence on the private car for shopping, commuting and the school run has knock-on effects on people's willingness to use more sustainable forms of transport for these activities, and for recreation;
- Gradual increase in the size of the retired sector of the local population will make increasing demands on provision of appropriate health care, and the need to ensure this part of the community has convenient access to shops, amenities and social facilities;
- Ensuring high quality family and early years support is available;
- Development pressure may result in the loss of open space that has recreational value, which may encourage sports activities, or which benefits the character of the locality.

### **Inclusive communities**

- House purchase and rental rates in the district are above the national average and continue to rise while salaries do not (particularly in the public sector), with the result that more than half the households in the district could not buy an average-priced home, creating a divided society;
- Lack of facilities in rural communities for young people in particular may contribute to residents' fears about crime;
- Loss of amenities and services in rural centres is likely to occur without positive action to reverse the trend;
- The increasing proportion of aged population will make increasing demands of the need for special access facilities, including community transport schemes;
- The increasing trend for the district's communities to become dormitory or commuting suburbs for Cambridge and London could lead to a loss of community identity, reducing inclusiveness and community involvement;
- The district has a substantial population of Travellers whose needs may differ from those of the settled community;
- Rural dispersal can make it difficult to justify the business case for regular transport connections to major shopping, employment and entertainment facilities.

### **Economic activity**

- Research and technology are vitally important to the Cambridge sub-regional economy but the district must not become over-dependent on a limited employment base, and people with other skills should not be driven away from the district in search of work;
- Farm diversification or the conversion of farm buildings for other business uses could add to vehicle traffic in rural areas offsetting any employment benefits generated;

- The district's (sub-region's) rapidly growing economy will make substantial demands on infrastructure investment;
- Unplanned growth in tourism and related developments could increase traffic, detract from rural or urban character, and place additional pressure on other resources such as water supply;
- The disproportionate size of Cambridge as a retail centre could have adverse effects for attempts to retain and improve service and amenity provision in smaller centres in the district;
- The predominantly dispersed rural population of the district makes it difficult to justify the cost of installing broadband telecommunications infrastructure which could encourage teleworking and support the dispersal of some businesses.

2.4.2 Additionally, issues identified in the Cambridge City Scoping Report are summarised below:

- Although overall educational achievements are high, there is a core of young people leaving school with few qualifications.
- High average house prices are pricing key workers out of the area.
- Need to recognise the diversity of the population in Cambridge.
- Growth pressures put increased demands on historic city centre and for the development of the Green Belt.
- Redevelopment within the city putting increasing pressure on existing open space.
- Growth pressures have led to the need to release land from the Green Belt for future development. This has implications for the landscape and setting of the City, biodiversity, recreation and access to the countryside, and flood risk.
- Growth pressures put strain on resources such as water supply, energy, waste management.
- High levels of commuting into Cambridge by car and transport problems within Cambridge such as congestion, air pollution, and traffic noise.

2.4.3 From the initial evidence a set of key issues was identified which are to be addressed by all the policies in the LDF. These are grouped under seven headings shown below, together with examples of some of the key issues identified.

***Table 2.1: Key issues identified in Task A1.***

|                                 |   |
|---------------------------------|---|
| <b>Land and water resources</b> | Loss of agricultural land; the effect of new development on water consumption and resources   |
| <b>Biodiversity</b>             | Deterioration of important and characteristic vegetation features (e.g. hedgerows); the need to protect nationally important wildlife assets. |
| <b>Landscape,</b>               | Protecting the character and setting of Cambridge, communities within the   |

|                                     |   |
|-------------------------------------|---|
| <b>townscape &amp; archaeology</b>  | District, and its wider landscape; development design and materials that conform to local traditions; and the need to protect open space.   |
| <b>Climate change and pollution</b> | High levels of car usage due to separation of homes and jobs; the constraints imposed by flood risk especially in the north of the District; and the need for effective energy conservation.  |
| <b>Healthy communities</b>          | Need to encourage healthier lifestyles and travel choices; the effect of the growing retired community, and their concerns about crime.   |
| <b>Inclusive communities</b>        | Increasing disparity between house prices and incomes which affect the public sector in particular; the need to retain a basic range of amenity in rural communities; the need to provide good access to all services for the whole population; and the need to cater to the needs of the travelling community. |
| <b>Economic activity</b>            | Need to balance employment growth in the sub-region's key strengths with a range of opportunities across all skill levels and sectors; need to encourage appropriate farm diversification to prevent rural stagnation; and to maintain services in spite of the local dominance of Cambridge.                   |

## 2.5 A4: SA objectives

- 2.5.1 SA is fundamentally based on an objectives-led approach whereby the potential impacts of a plan are gauged in relation to a series of objectives for sustainable development. In other words, the objectives provide a methodological yardstick against which to assess the effects of the plan.
- 2.5.2 As part of Stage A of the SA process, a series of 22 sustainable development objectives were established from both the Cambridge City Scoping Report<sup>12</sup> and the South Cambridgeshire Scoping Report<sup>13</sup> and outlined in a separate document, the NW Cambridge AAP Scoping Report<sup>14</sup>. A summary framework of these objectives is given below in Table 2.2. The Scoping Reports provide further details of how these objectives were developed and consulted upon.

**Table 2.2: SA Framework**

| Sustainability topic     | Sustainability appraisal objectives   | Decision-making criteria   | Relevant Indicators   |
|--------------------------|---|--|---|
| Land and water resources | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?                       | % of dwellings completed on previously developed land<br>Net density of new dwellings completed |
|                          |   | Will it use land efficiently?  |   |
|                          |   | Will it protect and enhance the best and most versatile agricultural land? |   |

<sup>12</sup> Available at: [http://www.cambridge.gov.uk/ccm/cms-service/download/asset/?asset\\_id=7876001](http://www.cambridge.gov.uk/ccm/cms-service/download/asset/?asset_id=7876001)

(note that this link takes you through to the City Council's new 2007 Scoping Report rather than the 2005 report)

<sup>13</sup> Available at: [http://www.scambs.gov.uk/documents/retrieve.htm?pk\\_document=3616](http://www.scambs.gov.uk/documents/retrieve.htm?pk_document=3616)

<sup>14</sup> Available at: <http://www.cambridge.gov.uk/ccm/content/policy-and-projects/north-west-cambridge-area-action-plan-issues---options-report.en>



| Sustainability topic  | Sustainability appraisal objectives  | Decision-making criteria  | Relevant Indicators   |
|---|--|---|---|
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                    | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | KwH of gas consumed per household per year<br>Generating potential of renewable energy sources within the District  |
|   |  | Will it lead to an increased proportion of energy and other resources being met from renewable sources? |   |
|   | 1.3 Limit water consumption to levels supportable by natural processes and storage systems | Will it reduce water consumption?   | Water consumption per capita (however this data is not currently available)   |
|   |  | Will it conserve ground water resources?  |   |
| Biodiversity  | 2.1 Avoid damage to designated sites and protected species                                 | Will it protect sites designated for nature conservation interest?                                      | % of SSSIs in favourable or recovering condition  |
|   | 2.2 Maintain and enhance the range and viability of characteristic habitats and species    | Will it conserve species, reversing declines, and help to enhance diversity?                            | Total area designated as SSSI<br>Progress in achieving BAP targets  |
|   |  | Will it reduce habitat fragmentation?   |   |
|   |  | Will it help achieve Biodiversity Action Plan targets?  |   |
|   | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places     | Will it improve access to wildlife, and wild places?  | % of rights of way that are open and easy to use  |
|   |  | Will it maintain and, where possible, increase the area of high-quality green space in the District?    |   |
|   |  | Will it promote understanding and appreciation of wildlife?   | Area of local nature reserve per 1000 population  |
|   |  | Will it improve access to the wider countryside through the network of public rights of way?            |   |
|   | Landscape, townscape and archaeology   | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? |
| 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape |  |   |   |
|   |  | Will it protect and enhance open spaces of amenity and recreational value?                              |   |

| Sustainability topic         | Sustainability appraisal objectives   | Decision-making criteria   | Relevant Indicators   |
|------------------------------|---|--|---|
|                              | character   | Will it maintain and enhance the character of settlements?   |   |
|                              | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live?<br>Will it lead to developments built to a high standard of design, and good place making? | Residents' satisfaction with the quality of the built environment<br>% of new homes meeting the EcoHomes or similar standard  |
| Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?  | CO <sub>2</sub> emissions per household / by sector per year<br>Average annual NO <sub>2</sub> concentration<br>Days when fine particle levels are in 'moderate' or 'high' bands<br>Vehicle flows across urban boundaries<br>% of main rivers of good or fair chemical / biological quality |
|                              |   | Will it improve air quality?   |   |
|                              |   | Will it reduce traffic volumes?  |   |
|                              |   | Will it support travel by means other than the car?  |   |
|                              |   | Will it reduce levels of noise or noise concerns?  |   |
|                              |   | Will it reduce or minimise light pollution?  |   |
|                              |   | Will it improve water quality including by reducing diffuse and point source water pollution?  |   |
|                              | 4.2 Minimise waste production and support the recycling of waste products   | Will it reduce household waste?  | Household waste collected per person per year<br>% of household waste recycled  |
|                              |   | Will it increase waste recovery and recycling?   |   |
|                              | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)                                 | Will it minimise risk to people and property from flooding, storm events or subsidence?  | No. of properties within flood risk areas   |
| Healthy communities          | 5.1 Maintain and enhance human health   | Will it substantially reduce mortality rates?  | Life expectancy at birth (specified separately for males and females)<br>Excess winter deaths<br>No. of cyclists crossing the River Cam bridges screen line   |
|                              |   | Will it encourage healthy lifestyles, including travel choices?  |   |
|                              | 5.2 Reduce  | Will it reduce actual levels of crime?   |   |

| Sustainability topic  | Sustainability appraisal objectives  | Decision-making criteria  | Relevant Indicators   |
|-----------------------|--|---|---|
|                       | and prevent crime, and reduce the fear of crime  | Will it reduce fear of crime?   | per 1000 people<br>% of residents feeling 'safe' or 'fairly safe' after dark  |
|                       | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  | No. of sports pitches for public use per 1000 people<br>Number of play grounds and play areas provided by the Council per 1000 children under 12  |
| Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | % of population in categories 1, 2 or 3 for access to primary school, food shop, post office and public transport<br>% of residents by targeted group satisfied with local authorities cultural and recreational activities<br>Local bus passengers entering and leaving Cambridge per day<br>Modal share of cyclists and pedestrians<br>% of children travelling to and from school by different modes |
|                       |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              |   |
|                       |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? |   |
|                       |  | Will it support and improve community and public transport?   |   |
|                       | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income  | Will it improve relations between people from different backgrounds or social groups?   | % of residents who feel their local area is 'harmonious'<br>Index of multiple deprivation<br>Range of Income levels   |
|                       |  | Will it reduce poverty and social exclusion in those areas most affected?   |   |
|                       |  | Will it promote accessibility for all members of society, including the elderly and disabled?   |   |

| Sustainability topic   | Sustainability appraisal objectives  | Decision-making criteria  | Relevant Indicators  |
|--|--|---|--|
|  | 6.3 Ensure all groups have access to decent, appropriate and affordable housing                              | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | House price / earnings ratio<br>% of all dwellings completed that are provided under affordable purchase or tenancy arrangements<br>Percentage of households that can afford to purchase the average first time buyers property in the area.<br>Number of new homes built / brought back into occupation |
|  |  | Will it reduce the number of unfit homes?   |  |
|  |  | Will it meet the needs of the travelling community?   |  |
|  | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  |  |
| Will it encourage engagement with community activities?                              |  |   |  |
| Economic activity  | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | Unemployment rate<br>% of residents aged 18-74 in employment and working within 5km of home (or at home)   |
|  |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one?   |  |
|  |  | Will it improve accessibility to local employment by means other than the car?  |  |
|  |  | Will it encourage the rural economy and diversification?  |  |
|  | 7.2 Support appropriate investment in people, places, communications and other                               | Will it improve the level of investment in key community services and infrastructure?   |  |
| Will it support provision of key communications infrastructure, including broadband? |  |   |  |

| Sustainability topic | Sustainability appraisal objectives   | Decision-making criteria  | Relevant Indicators  |
|----------------------|---|---|--|
|                      | infrastructure  | Will it improve access to education and training, and support provision of skilled employees to the economy?  | A* to C or equivalent<br>(Possible indicator measuring the level of Section 106 contributions to infrastructure projects that have an impact on the plan area) |
|                      | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy | Will it improve business development and enhance competitiveness?   | Annual net change in VAT registered firms<br>Economic activity rate (% of working age population in full or part-time employment)                              |
|                      |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? |  |
|                      |   | Will it support sustainable tourism?  |  |
|                      |   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  |  |

## 2.6 Stage A Findings and Relevance to Site

2.6.1 Table 2.3 is drawn from the ISAR and provides a summary of the Stage A findings that were relevant to the site in North West Cambridge and was intended to inform the development of the AAP. The sustainability issues were taken from the scoping reports of South Cambridgeshire District Council and Cambridge City Council, from the baseline data, the background information and the identified issues and responses. The section of the scoping report the information is sourced from is given in brackets.

**Table 2.3: Sustainability issues facing Cambridge City and South Cambridgeshire which are likely to be relevant to the site**

| Baseline/sustainability issue/objective  | Relevance to site  |
|--|--|
| <b>Environmental</b>   |  |
| <p>Water supply issues, capacity of natural supply system is limited, ensure new developments are designed to use water efficiently (Land and Water Resources, SCDC)</p> <p>New development could alter natural drainage patterns and contamination of groundwater (Land and Water Resources, SCDC)</p> <p>If clay soil, grey water recycling is more practical than sustainable urban drainage systems in new developments (Climate change and Pollution, SCDC)</p> | <p>Consider water needs of new development, and cumulative impact of nearby development.</p> <p>Development will change greenfield, open land to built up area, risk of change to natural drainage system. Effluent and run off from site could contaminate groundwater</p> <p>Run off to river on western edge of site. Ensure no excessive nutrient loading and eutrophication. Ensure minimal impact on water bodies such as Park and Ride pond.</p>  |
| <p>Poorest air quality adjacent to roads (Climate change and Pollution, SCDC)</p> <p>Minimise damage and disruption from transport (Obj. 6 CCC)</p> <p>Rate of traffic going in and out of Cambridge is stable, but still higher than LTP target, (baseline assessment SCDC)</p>   | <p>Development in close proximity to M11 and A14. Options include plans to develop a new orbital road and feeder lanes for the M11 junction. Increase in traffic due to development, possible commuting to commercial research facilities.</p> <p>Impact from travel to work for commercial research staff and possibly students to and from city.</p> <p>Development likely to increase traffic going in and out of Cambridge. Good public transport links and accessibility to public transport would mitigate impact.</p> |
| <p>Seek to minimise noise and light pollution from new development by careful siting and design (Climate change and Pollution, SCDC)</p>   | <p>Ensure light and noise pollution taken into account in design plans. Development on ridge may impact on light pollution levels. Feeder roads to M11 may increase noise pollution in close proximity to site development.</p>  |
| <p>Limited brownfield sites in district, ensure most efficient use of land (Land and Water Resources, SCDC)</p> <p>Promote the sustainable use of land, buildings and green spaces.</p> <p>Need to minimise the impact of new development and ensure that opportunities to enhance the environment are maximised (Maintain Cambridge as an attractive place to live, work and visit, CCC)</p>  | <p>Development on previously undeveloped agricultural land. Compensate habitat loss fully.</p> <p>Footprint of development varies across options; ensure most efficient use of land through spatial planning and planning density requirements.</p>  |

|   |   |
|---|---|
| <p>Protect local mineral resources (Land and Water Resources, SCDC)</p> <p>Minimise environmental damage resulting from the use of resources (Obj 5, CCC)</p>   | <p>Will the development ensure recycled aggregate is used, links could be made with dredging industry.</p>  |
| <p>Eversden and Wimpole Woods SAC, hosting barbestelle bats.<br/>National and International designations are often very sensitive and can be easily affected by impacts from non-adjacent locations.<br/>(Biodiversity SCDC)</p> <p>SSSI<br/>County Wildlife sites<br/>BAP Priority habitats, species protection, target areas habitat creation.<br/>(Biodiversity SCDC)</p>                              | <p>SAC is within 10km. Flight line of barbestelle bats is 20km and require foraging areas within this flightline.</p> <p>SSSI on site, geological classification. English Nature has stated that the development plans will not impact on the SSSI features.<br/>One Cambridge City Wildlife Site adjacent to southern boundary of site.</p> <p>Washpit Brook and wetlands area in the west of site. Hedgerows across site, small coppice areas. Main, subsidiary and outlying Badgers setts on site utilised by one social group of badgers, likely to be impacted by development.<br/>Most valuable ecological features in west and south of site.<br/>Wolver population at Washpit Brook require protection.</p> <p>The LBAP for Cambridgeshire contains a number of habitat and species action plans. Habitat Action Plans (HAPs) exist for arable land, hedgerows, and ponds. The Species Action Plans (SAPs) include those for great crested newts, skylark, song thrush, pipistrelle bats, water voles, and brown hare, all of which have been encountered on the site (Ecology survey).</p> |
| <p>Five landscape areas in district. New development should enhance the character of these areas. Seek a high standard of design in new development, taking account of local character (Landscape, Townscape, Archaeology, SCDC)</p> <p>Ensure development on the fringe is sympathetic with the existing urban design and does not block views of the city (Landscape, Townscape, Archaeology, SCDC)</p> | <p>Site is located within the Bedfordshire and Cambridgeshire claylands. Key characteristics include gently undulated topography and plateau areas, village edge grasslands, variable number and quality of hedgerow trees, diversity of buildings including brick, thatch and stone.</p> <p>Development may impact on extent of grassland fringe around Girton village and on the number of hedgerow trees.</p>  |

|   |   |
|---|---|
| <p>Ensure that archaeological heritage is safeguarded (Landscape, Townscape, Archaeology, SCDC)</p> <p>Objective sufficiently broad to address issues represented by English Nature, that entire historic environment including undesignated and unscheduled archaeology and historic landscape character.</p>                | <p>Historic features in south west corner of site, including retained elements of the historic Cambridge West Fields and Impington Open Field.</p> <p>Significant oak tree in centre of site.</p>   |
| <p>Ensure development in the Cambridge fringe is sympathetic with the existing urban design and does not block views of the city (Landscape, Townscape and Archaeology, SCDC)</p> <p>Need to ensure that the historic character of city retained (Maintain Cambridge as an attractive place to live, work and visit, CCC)</p> | <p>Development on ridge may block views e.g. views of defining local landmarks that give Cambridge its 'sense of place' e.g. Girton College, Girton Church and St John's College Chapel. Ensure views of historic centre are maintained.</p> <p>Visually important rising landform of the Girton ridge between Washpit Brook and the brow of the slope at the 20metre AOD contour, development may affect sweep of open, rising land.</p> <p>Development may affect approach and setting to city and affect quality of landscape.</p> <p>Development into greenbelt will need to provide adequate gap between Cambridge city and the village of Girton to prevent coalescence of these settlements. Ensure green corridors maintained, linking the city to its rural setting</p> <p>Consider height and mass of buildings and landscaping and impact on perception of green belt gap.</p> <p>The spatial layout is important, the proximity of the development to surrounding houses will impact on the character of the development and the existing settlements, including the setting of the city.</p> |
| <p>Promote usage of renewable energy (Climate change and pollution, SCDC)</p> <p>Energy generation from renewable sources has not increased in the District since 1999 (Baseline assessment SCDC).</p>  | <p>Ensure renewable energy initiatives are put in place for new development.</p>  |



| <b>Social</b>   |   |
|---|---|
| <p>Ensure existing open space is protected and enhanced.</p> <p>Ensure good quality open space is provided within new developments. (Landscape, Townscape, Archaeology, SCDC)</p> <p>Need to ensure existing open space protected and enhanced, and adequate and readily accessible open space (Maintain Cambridge as an attractive place to live, work and visit, CCC)</p> <p>Number of sports pitches available for public use per 1000 people, 1.33 in 2004 (Baseline assessment SCDC)</p> | <p>South Cambridgeshire does not compare favourably to countrywide levels with regards open space. New strategic open spaces are being planned as part of strategic housing developments.</p> <p>Will the school sports fields be available for public use?</p> <p>Landscaping options differ in access to open spaces.</p> |
| <p>Widen access to the public transport network, promote accessibility through community transport schemes.</p>   | <p>Options include roads predominantly for public transport and cyclists.</p>   |
| <p>Ensure adequate provision for walkers, cyclists and horse-riders in new developments (Healthy Communities SCDC)</p>  | <p>Options include roads predominantly for public transport and cyclists</p> <p>Landscaping options include varying amounts of public access to open space and green corridors.</p>   |
| <p>Provide access to healthcare facilities, and other community facilities for disadvantaged groups. High elderly population evident in district (Healthy Communities, SCDC)</p> <p>Need to ensure equal access to services and facilities for all members of the community (Provide people with a fulfilling occupation and good livelihood, CCC)</p>  | <p>Ensure that cumulative impact of residents needs in new developments do not adversely effect service provision in local area. Ensure adequate services provided and maintained.</p>  |
| <p>Need for greater number of smaller dwellings in district.</p>  | <p>Consideration for plan design specifications. Will impact on density of development.</p>   |

| <b>Economic</b>   |  |
|---|--|
| <p>Need to ensure employment provision meets the needs of all, including the unskilled (Provide people with a fulfilling occupation and good livelihood, CCC)</p> <p>Although the district has very low unemployment, there are pockets of high unemployment relative to the district. There are significant income inequalities (Economic Activity, SCDC)</p> <p>Ensure that infrastructure and investment needs of 'flagship' sectors are balanced against other manufacturing, and service sectors (Economic Activity, SCDC)</p> | <p>Balance needs to be struck between using land for development and provision of housing and employment. A relevant consideration in this balance is the type of employment provided. Development on the site will provide employment for a specific sector rather than mixed manufacturing/services.</p> <p>Will the development provide employment for people already living in close proximity to the site, or bring in people from further away?</p> <p>Take into consideration employment provision at other sites at the Cambridge North Fringe, Northstowe and Cambridge East.</p> |
| <p>A number of larger villages in the District act as rural centres, but are only appropriate locations for shops which serve the local catchment area. New developments will require additional shopping facilities at an appropriate level, in order to sustainably serve the needs of new residents (Economic Activity SCDC)</p>   | <p>Many small villages in the district have limited services available locally (baseline assessment SCDC). Ensure adequate facilities provided and are appropriate for local catchment.</p>  |
| <p>Key issues: a balance needs to be struck between competing objectives, e.g. green space and greenbelt development and need for housing and economic interests. Integration of new development with existing settlements and communities.</p>   |  |

## 3 Stage B

The SEA Directive requires the environmental assessment to identify, describe and evaluate'...*'the likely significant effects on the environment of a plan or programme'* Annex II of the SEA Directive provides criteria which help determine the likely significance of an effect.

### SEA Directive, Article 5 & Annex II

The Guidance states that the *'purpose of this task is to predict the social, environmental and economic effects of the options being considered in the DPD process'*. Also, the Guidance states that *'having identified and described the likely effects of the DPD, an evaluation of their significance needs to be made'*.

**Sections 3.3.11 and 3.3.15, Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, DCLG, 2005.**

### 3.1 Introduction

#### 3.1.1 Stage B involves six tasks:

- **B1:** Testing the AAP objectives against the SA framework
- **B2:** Developing the AAP options – carried out by the Councils
- **B3:** Predicting the effects of the draft AAP
- **B4:** Evaluating the effects of the draft AAP
- **B5:** Considering ways of mitigating adverse effects and maximising beneficial effects
- **B6:** Proposing measures to monitor the significant effects of implementing the AAP

## 3.2 B1: Testing the AAP Objectives

'It is important for the objectives of the DPD to be in accordance with sustainability principles. The objectives should be tested for compatibility with the SA objectives.'

**Section 3.3.4, Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, DCLG, 2005**

- 3.2.1 The proposed objectives of the AAP set out what it is aiming to achieve in spatial planning terms and set the context for the development of the AAP.
- 3.2.2 It is important for the objectives of the AAP to be in accordance with sustainability principles. With this in mind, the Guidance recommends that the objectives should be tested for compatibility with the SA objectives. The AAP objectives also need to be compatible with each other, and the SA objectives will be one way of checking for this.
- 3.2.3 The Guidance suggests using a matrix to compare the plan objectives with the SA objectives. The North West Cambridge AAP draft report sets out 16 objectives. The numbering does not give priority to any one objective.
- a. To contribute to meeting the long term development needs of Cambridge University;
  - b. To create a sustainable community;
  - c. To make the best use of energy and other natural resources, to be built as an exemplar of sustainable living with low carbon and greenhouse gas emissions and be able to accommodate the impacts of climate change;
  - d. To create a satisfactory mix of uses, taking into account:
    - i. identified University development needs;
    - ii. the need for affordable housing for University and College staff;
  - e. To secure a wide range of housing types and tenures;
  - f. To secure high quality development of both built form and open spaces;
  - g. To create a community which respects and links with adjoining communities;
  - h. To achieve a modal split of no more than 40% of trips by car and to maximise walking, cycling and public transport use;
  - i. To maintain the purposes of the Green Belt;
  - j. To provide an appropriate landscape setting and high quality edge treatment for Cambridge;

- k. To provide appropriate separation between Cambridge and the village of Girton to maintain village character and identity;
- l. To provide standards for infrastructure provision including renewable energy, open space, car and cycle parking and sewerage and surface water drainage;
- m. To provide an appropriate level of community services and facilities to serve the development satisfactorily;
- n. To determine appropriate phasing of development taking into account that development should only proceed when the University can prove the need for it;
- o. To secure the infrastructure needs of the development; and
- p. To protect existing wildlife and wildlife corridors and secure a net increase in biodiversity.

3.2.4 Appendix IV shows the assessment of the objectives. The conclusions are outlined in Table 3.1 below. Note that only the Objectives where there is commentary are provided.

**Table 3.1: B1 comments**

| SA Objective | AAP Objective | Comment  |
|--------------|---------------|--|
| 1.3          | c             | No specific reference to water pollution and consumption   |
| 2.1          | e, p          | Dependant on integration of SSSI into design   |
| 2.2          | c, f, l, p    | Open space provision should have positive effects on biodiversity.   |
| 2.3          | p, m          | Possible inclusion in the objectives of access to wildlife and wild spaces, possibly in objective p or m.          |
| 3.1          | j             | Would benefit from including historic aspects of site and surrounds  |
| 4.2          | c             | Recommend integrating waste in with natural resources  |
| 5.2          | g             | No reference to open space. Recommend an addition to Objective g to include reducing crime, and the fear of crime. |
| 6.2          | e, f          | No explicit mention could amend e or f to include accessibility and inequity issues.                               |

### 3.3 B2: Developing the Options

The SEA Directive requires that *'reasonable alternatives' to a plan or programme are 'identified, described and evaluated'* and the reasons for *'selecting the alternatives dealt with'* are included in the SA Report.

**SEA Directive, Annex I (h)**

These requirements are transposed into the Environmental Assessment of Plans and Programmes Regulations (2004).

Additionally, the Guidance states that *'LPAs will develop options, working with the community and relevant stakeholders, to achieve the objectives of the DPD'*.

**Section 3.3.5, Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, DCLG, 2005**

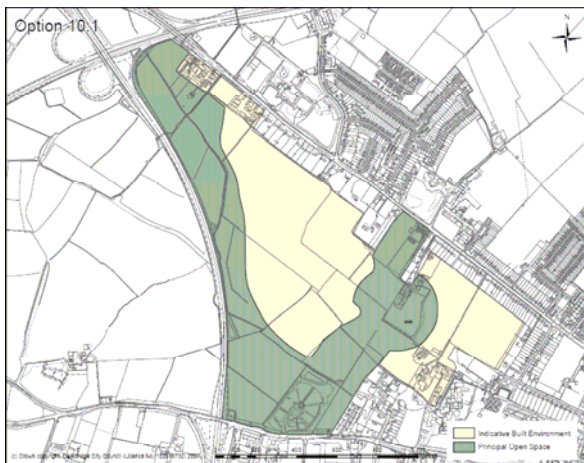
- 3.3.1 The development of options has been documented in two reports and associated SA Reports, the Issues and Options Report (published for consultation in September 2006 and is available at: <http://www.cambridge.gov.uk/ccm/content/policy-and-projects/north-west-cambridge-area-action-plan-issues---options-report.en>) and the Development of Preferred Options report (Volume 2 of the Preferred Options documents).
- 3.3.2 The Issues and Options Report set out the issues and options for the following themes:
- Landscape, setting and greenbelt (including overall development footprint);
  - Housing;
  - Employment;
  - Travel;
  - Local centre/Community facilities;
  - Recreation and open space;
  - Energy;
  - Drainage; and
  - Phasing and implementation.
- 3.3.3 Other themes were included but only one option was identified for consultation. The themes included:
- Archaeology;
  - Biodiversity;
  - Construction process/spoil;

- Waste.

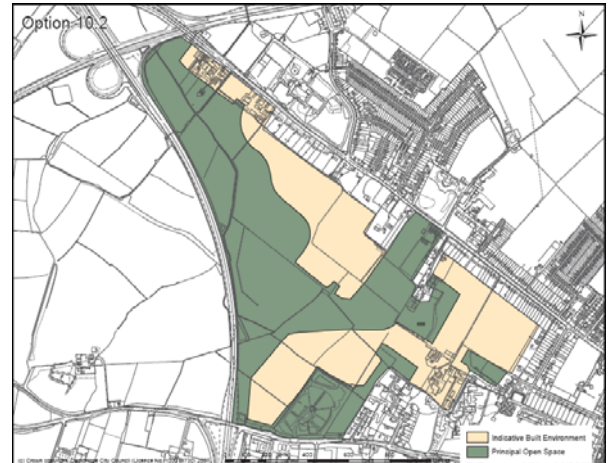
3.3.4 The background relating to the identification of the preferred options relating to the other themes can be found in the Preferred Options Report Volume 2. Appendix I of this report demonstrates the relationship between the preferred option and the options identified during the issues and options stage. Evolution of the development footprint

3.3.5 The footprint options that were developed for the Issues and Options consultations, the subsequent development of these options and selection of the preferred option are briefly discussed below. The majority of the discussion has been selected from Volume 2 of the Preferred Options Report, for more detail please refer to this document.

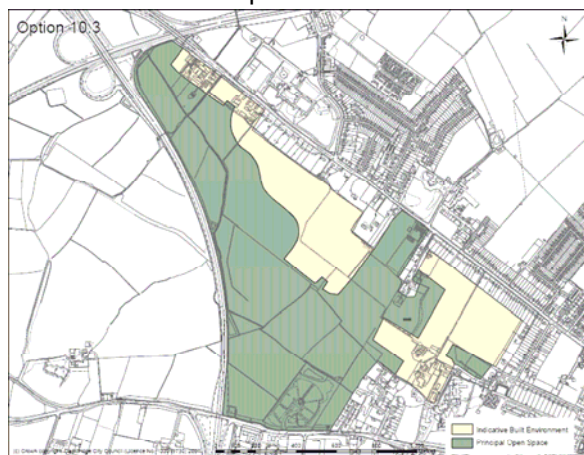
3.3.6 The following five options were identified for the Issues & Options consultation. In each, the area in beige represents the development footprint and the area in green open space that will not be built on as part of the development.



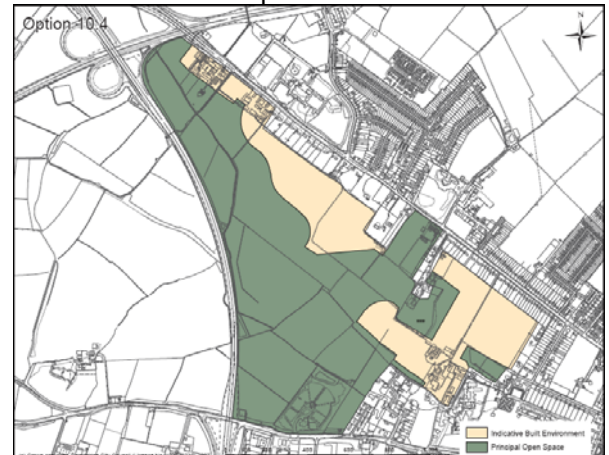
Option 10.1



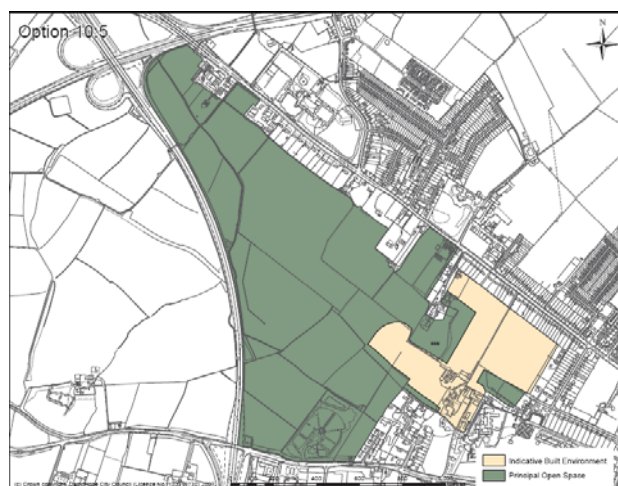
Option 10.2



Option 10.3



Option 10.4



Option 10.5

#### Interim Sustainability Appraisal Findings Summary:

The relative sustainability of the options is dependent on the balance between the degree of land take and provision of employment opportunities. Although options 10.1 and 10.2 meet the development aspirations of the University, the impact on the character, setting and landscape of Cambridge and Girton is more extensive. Option 10.5 performs well against landscape, ecological and historical interest impacts. Providing the affordable housing requirement is fulfilled in option 10.5 the main area of underperformance is the lack of employment opportunities due to reduced provision of research facilities. Design specifications for option 10.1 could reduce light pollution impact and for options 10.1 to 10.4 could reduce the prominence of buildings on the top of the ridge. Mitigation measures could reduce the resource impact of options 10.1 and 10.2, e.g. use of recycled aggregates, water efficiency measures and energy efficiency.

Cumulative, synergistic and indirect impacts: The cumulative environmental impact of options 10.1 and 10.2 will have greater significance on the immediate local environment in terms of biodiversity, loss of open space and character, setting and landscape. The significant cumulative impact for Option 10.1 lies with the character, setting and landscape, due to: the proximity of the option to the M11; the loss of the sweep of land which is important to the setting of Cambridge and the adverse impact on the character and setting of Girton. The significant cumulative impact for option 10.2 lies with biodiversity and natural heritage impacts due to the amount of land take and the loss of greenbelt fields in the south of the site. Mitigation measures such as building design will decrease the impact of option 10.2 on the landscape, particularly buildings on the higher areas of the site such as the ridge. Option 10.5 will have a cumulative economic impact through the potential loss of employment opportunities both within the proposed research facilities and the services that the larger land take options could accommodate more widely.

- 3.3.7 None of the site options consulted upon performed sufficiently well against the 2 key tests of meeting the University's needs and protecting the Green Belt setting of Cambridge that they could be recommended as the preferred site. In order to try and identify a site footprint that could better meet the 2 key tests of meeting the University's needs and protecting the Green Belt setting of Cambridge, a number of further site



footprint options were identified during the assessment process, Options A to E, and these were also tested against the same site assessment criteria and subjected to Initial Sustainability Appraisal in the same way as the options consulted on.

- 3.3.8 Initially, the Joint Officer Team developed two additional Options derived from those consulted upon, Sites A and B. The aim of these new options was to try to protect the Green Belt setting by keeping development generally to the 20m contour on the Washpit Brook valley slope (as recommended in the David Brown Landscape Study) but to compensate elsewhere to increase the site footprint to more closely match the University's needs/aspirations. This was achieved by including more land in the south west part of the site and narrowing the green gap through the development between the two sections of the development. Two alternative approaches to the width of the strategic gap are identified, but otherwise the sites are very similar.
- 3.3.9 The University put forward an additional option submitted as part of the University's response to the Issues & Options consultation; Option C. It pulls development to a limited extent up the slopes of the Washpit Brook valley but still well below the 20m contour. The University's North West Cambridge Committee endorsed this Option. Through partnership working with the University on the issue of the site, the University raised concerns about the Councils' emerging site options A and B in terms of the scale of the development footprint, the importance of the slope in protecting the setting of Cambridge and whether these options provided an appropriate site configuration to ensure a sustainable form of development, particularly at the north western part of the site.
- 3.3.10 Through this process, the University also informally submitted a further variant, Option D, which is similar to Option C but, like Option A, maintains the green gap to a constant and narrow width instead of opening out as in the previous University preferred Options 10.1 and C. In comparison to C, option D also presents a more indented outer boundary towards the west.
- 3.3.11 The officer team investigated options to secure the maximum site footprint, in order to go as far as possible towards meeting the University's stated needs/aspirations. The team recommended site Option A to the North West Cambridge Joint Member Reference Group (JMRG) meeting on 29 June 2007. At the JMRG meeting, City Members raised concerns that there should be a large scale open space within the site in the strategic gap running through the development to reflect the character of Cambridge, more akin to the large open space proposed in the University's 10.1. A further site option was subsequently developed with Lead Members of the two Councils that is based on Option A but with a larger central open area – Option E.
- 3.3.12 The outer boundary of Option E is similar to Options A and B. However, it varies from those options in its treatment of the strategic gap; this is retained at 200m immediately south of Huntingdon Road but then extends into a larger central open space in a similar fashion to 10.1. Just south of this central green space it then narrows to 100m as it runs towards Madingley Road. The site footprint of Option E is 69ha, compared with the

University's original preferred site of 77ha, and the alternative they suggested for discussion through the process of 75ha (Option D). However, the University commented in its representations to the Issues & Options report that site 10.2, that had a footprint of 68ha, "*has a sufficient developable area to meet the University's needs in terms of housing, academic and commercial research floorspace*".

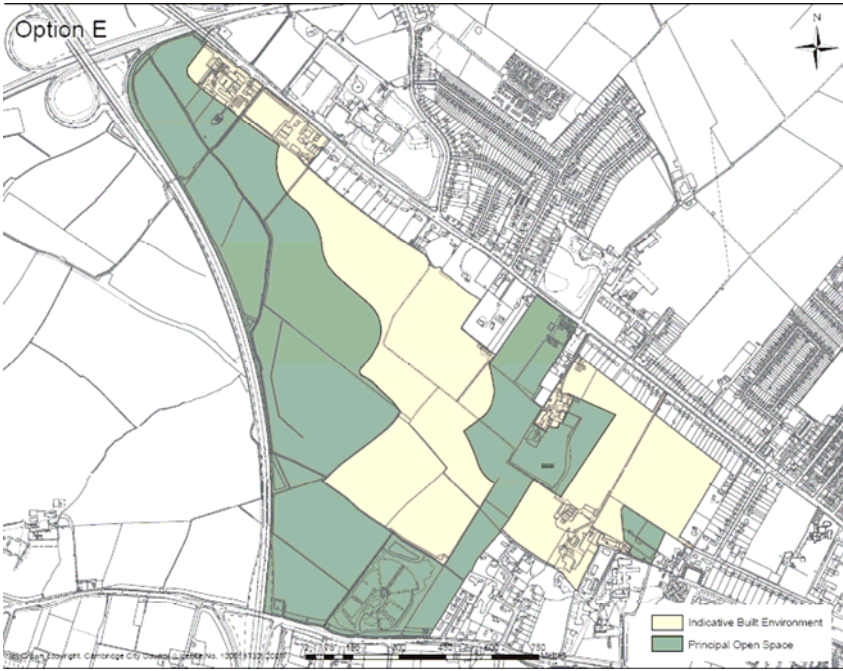
**Interim Sustainability Appraisal Findings Summary:**

All five options will have negative impacts from loss of open space and green belt land. Options C and D result in greater land take than Options A, B and E. Options A, B and E increase the threat to cultural heritage due to the south west part of the site being in close proximity to sensitive historical features. All five options are likely to impact on views particularly of Girton. Options C and D obstruct views of the site along the whole side of the development due to the site traversing the 20m contour. Options A, B and E traverse the 20m contour to the south west of the site. Consideration of heights and mass of buildings and landscaping and impact on perception of green belt gap will all be important considerations in order to minimise cultural impacts of all of the options.

Options C and E, and to a lesser extent Option B, perform better than Options A and D, with regards to prevention of the merging of Girton and the new development as a larger area is left as part of the strategic gap. This could also have benefits for protection of the SSSI. In addition, the confinement of options A, B and E to be largely above the 20m contour should marginally reduce the loss of green belt land to the west of the development, in comparison to Options C and D.

All five options are likely to have negative effects on water stress and energy use. The impacts could be mitigated through inclusion of water and energy use efficiency measures into the development. All five options perform well against economic and social objectives as the options address the aspirations of the University, provide affordable housing and a local centre. However, the implications of the development on employment creation and transport, including private car use, will depend on the details of the designs for each option. Impacts on health and social inclusion will also depend on the detailed design of each option.

- 3.3.13 The meeting of Cambridge City Council's Environment Scrutiny Committee on 10 July 2007 resolved, and the Executive Councillor for Climate Change and Growth then approved, "*...that the only way to proceed is reluctantly to endorse the site footprint and Green Belt boundary as set out in paragraphs 3.2.2 –3.2.5 [of the officer report] and shown in the map of Option E, subject to taking legal advice about the planning law relating to joint working*". Following receipt of legal advice, the City Council's Executive Councillor subsequently decided that Option E should be taken forward. South Cambridgeshire District Council held a Special meeting of Council on 17 July 2007 where the recommendation of Option E was agreed for the reasons set out in the joint officer report. The footprint of Option E is shown below:



**Figure 3.1: Option E footprint**

## 3.4 B3 & B4: Predicting and Evaluation the effects of the AAP

The SEA Directive requires the environmental assessment to identify, describe and evaluate'...'the likely significant effects on the environment of a plan or programme' Annex II of the SEA Directive provides criteria which help determine the likely significance of an effect.

### SEA Directive, Article 5 & Annex II

The Guidance states that the '*purpose of this task is to predict the social, environmental and economic effects of the options being considered in the DPD process*'. Also, the Guidance states that '*having identified and described the likely effects of the DPD, an evaluation of their significance needs to be made*'.

**Sections 3.3.11 and 3.3.15, Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, DCLG, 2005.**

### Methodology

3.4.1 The appraisal of the Preferred Options centred on the consideration of different polices designed to facilitate the delivery of the preferred option. The draft report on the preferred option for the North West Cambridge Area Action Plan set out a series of polices structured around the following headings:

- Vision, Objectives & Development Principles
- Site and Setting
- Housing
- Employment
- Travel
- Community Services and Facilities
- Recreation
- Natural Resources
- Delivery
- Monitoring

3.4.2 This stage of the SA process involved assessing the policies against the SA framework. This reflects the Guidance which states that, "*The options need to be compared with each other and with the current social, environmental and economic characteristics of*

*the area which is subject to the DPD and the likely future situation without a DPD. In doing so they need to be tested against the SA framework”.*

### Short, medium and long-term

3.4.3 In assessing the impacts of the preferred option, Scott Wilson, in agreement with the Council’s arrived at some assumptions for the temporal aspects of the assessment, these are provided below:

- **Short-term:** Site preparation and commencement of site works, including demolition, piling and construction of foundations. It is assumed that there are initially none and then a few residents (as a result of phasing) on the site at this time.
- **Medium-term:** Medium-term: Based on the assumption that the residential development across the site will be developed and occupied and that the local centre will be provided.
- **Long-term:** Completed site with all uses fully operational and occupied.

3.4.4 The appraisal was carried out in August 2007 by a team of qualified consultants from Scott Wilson. A meeting was held on the 23<sup>rd</sup> August between the consultants and officers representing the Councils’ to discuss the findings.

3.4.5 The appraisal involved assessing the performance of each option against each SA objective (see Section 3.5 for summary results). The appraisal was a qualitative exercise based on professional judgement on the part of Scott Wilson taking into account the information gathered in the Scoping Report and the background information set out in the Issues and Options Report and the Preferred Options Report for North West Cambridge.

3.4.6 The significance of the impacts of the options on each objective was defined using the scoring system illustrated in Table 3.2. A summary was included for each set of options. This summary includes key issues arising, potential mitigation measures, sources of uncertainty and assumptions in making the assessment.

**Table 3.2: Appraisal scoring definitions**

|           |  |
|-----------|--|
| <b>++</b> | Option will result in a positive impact on the SA Objective  |
| <b>+</b>  | The impact on the SA Objective is dependant on implementation, but if there were to be an impact it would most likely be positive. |
| <b>0</b>  | Neutral or negligible effect   |
| <b>X</b>  | The impact on the SA Objective is dependant on implementation, but if there were to be an impact it would most likely be negative. |
| <b>XX</b> | Option will result in a negative impact on the SA Objective  |
| <b>?</b>  | The relationship between the Option and the SA Objective is unknown, or there is not enough information to make an assessment.     |

## 3.5 Preferred Option appraisal findings

3.5.1 This section sets out the key findings from the appraisal of the North West Cambridge AAP preferred option policies. The draft report on the North West Cambridge AAP set out a series of policies linked to the following headings or themes:

- Vision, Objectives & Development Principles
- Site and Setting
- Housing
- Employment
- Travel
- Community Services and Facilities
- Recreation
- Natural Resources
- Delivery
- Monitoring

3.5.2 In order to provide the assessment information in an accessible format, summary tables for the short, medium and long-term impacts are set out overleaf in Tables 3.3 – 3.5. The summary matrices provide an overview of the general performance of the policies against the SA objectives.

3.5.3 The most appropriate way of using this matrix is to treat it as a summary of the whole SA. It helps to identify issues of importance such as; where the burden of negative impacts lie, which options are characterised by a high degree of uncertainty, and which options perform well. The reader should then turn to Appendix V and refer to the appraisal tables to obtain more detail on the background to the appraisal scores.

**Table 3.3: Short-term sustainability impact summary**

| Objective | Policy |   |    |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |   |
|-----------|--------|---|----|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|---|
|           | 2      | 3 | 4  | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 |   |   |
| 1.1       | X      | 0 | X  | + | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0 |
| 1.2       | 0      | 0 | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0 |
| 1.3       | 0      | 0 | 0  | ? | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |   |
| 2.1       | +      | 0 | +  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | ?  | ?  | 0  | 0  | 0  | 0 |   |
| 2.2       | ?      | 0 | ?  | ? | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | 0  | 0  | 0  | 0  | +  | +  | +  | ?  | 0  | ?  | 0  | 0 |   |
| 2.3       | X      | 0 | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | 0  | 0  | 0  | 0 |   |
| 3.1       | 0      | 0 | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | ?  | 0  | 0  | 0  | 0 |   |
| 3.2       | X      | 0 | X  | X | 0 | 0 | 0 | 0 | 0  | 0  | 0  | +  | 0  | 0  | ?  | 0  | 0  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | X  | ?  | ?  | ?  | 0 |   |
| 3.3       | X      | 0 | 0  | + | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | X  | +  | 0  | 0  | 0 |   |
| 4.1       | ?      | 0 | ?  | X | 0 | ? | ? | 0 | 0  | 0  | 0  | 0  | 0  | X  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | +  | 0  | X  | 0  | ?  | 0 |   |
| 4.2       | ?      | 0 | 0  | ? | 0 | ? | 0 | 0 | ?  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | 0  | 0  | 0  | 0  | +  | 0  | 0  | 0  | 0 |   |
| 4.3       | ++     | 0 | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ++ | ++ | 0  | 0  | 0  | 0  | 0 |   |
| 5.1       | ?      | 0 | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 |   |
| 5.2       | ++     | 0 | ++ | ? | 0 | 0 | ? | 0 | ?  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0 |
| 5.3       | ?      | 0 | ++ | X | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ? | 0 |
| 6.1       | +      | 0 | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0 |
| 6.2       | ?      | 0 | ?  | + | ? | ? | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0 |
| 6.3       | +      | 0 | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0 |
| 6.4       | 0      | 0 | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0 |
| 7.1       | +      | 0 | 0  | 0 | 0 | 0 | ? | 0 | ?  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0 |
| 7.2       | +      | 0 | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0 | 0 |
| 7.3       | +      | 0 | 0  | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0 |

**Table 3.4: Medium-term sustainability impact summary**

| Objective | Policy |   |    |    |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|-----------|--------|---|----|----|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
|           | 2      | 3 | 4  | 5  | 6 | 7 | 8 | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 |    |
| 1.1       | X      | 0 | 0  | +  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| 1.2       | +      | 0 | +  | +  | 0 | 0 | + | 0  | 0  | ?  | 0  | 0  | ?  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| 1.3       | ++     | 0 | +  | X  | 0 | 0 | + | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | 0  | +  | 0  | 0  | +  | 0  | 0  | 0  | 0  |    |
| 2.1       | +      | 0 | +  | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | ?  | ?  | 0  | ?  | 0  | 0  |
| 2.2       | ?      | 0 | ?  | ?  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | 0  | ?  | 0  | 0  | +  | +  | +  | ?  | 0  | ?  | 0  | 0  |
| 2.3       | X      | 0 | +  | +  | 0 | 0 | 0 | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | +  | 0  | +  | 0  | 0  | +  | 0  | +  | ?  | 0  | +  | 0  | +  |    |
| 3.1       | 0      | 0 | 0  | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | 0  | 0  | 0  | 0  |    |
| 3.2       | +      | 0 | ++ | ?  | 0 | 0 | 0 | 0  | ?  | 0  | 0  | +  | ?  | 0  | ?  | +  | +  | ?  | 0  | +  | +  | +  | +  | 0  | +  | ?  | 0  | 0  | ?  | 0  | ?  | ?  | +  |
| 3.3       | X      | 0 | 0  | ++ | 0 | + | 0 | 0  | 0  | +  | +  | 0  | ?  | +  | 0  | +  | +  | 0  | ++ | ++ | ++ | ++ | +  | 0  | +  | 0  | 0  | +  | X  | +  | 0  | +  |    |
| 4.1       | ?      | 0 | ?  | ?  | 0 | ? | ? | +  | +  | +  | ?  | ?  | ?  | 0  | +  | ++ | +  | ?  | +  | +  | 0  | 0  | 0  | ?  | 0  | ++ | ++ | 0  | 0  | 0  | ?  | 0  |    |
| 4.2       | ?      | 0 | 0  | ?  | 0 | ? | 0 | 0  | ?  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | +  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  |
| 4.3       | ++     | 0 | ++ | ++ | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | 0  | ?  | 0  | 0  | ++ | ++ | ++ | 0  | 0  | 0  | 0  | ++ |
| 5.1       | ?      | 0 | 0  | 0  | 0 | 0 | 0 | 0  | 0  | +  | 0  | 0  | +  | 0  | 0  | ++ | +  | 0  | +  | +  | +  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  |
| 5.2       | ++     | 0 | ++ | ?  | 0 | 0 | ? | 0  | ?  | ?  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | 0  | ?  | ++ | +  | ?  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  |
| 5.3       | ?      | 0 | X  | X  | 0 | 0 | 0 | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | +  | +  | 0  | +  | ++ | +  | ++ | 0  | 0  | ?  | 0  | +  | 0  | 0  | ?  | 0  | ++ |    |
| 6.1       | +      | 0 | ++ | 0  | 0 | 0 | 0 | 0  | +  | +  | 0  | 0  | ++ | 0  | ++ | +  | +  | 0  | ++ | ++ | 0  | ?  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ++ |
| 6.2       | ?      | 0 | ++ | +  | ? | + | 0 | 0  | 0  | +  | 0  | 0  | 0  | 0  | +  | 0  | 0  | 0  | ++ | +  | +  | ?  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  |
| 6.3       | +      | 0 | +  | +  | + | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  |
| 6.4       | 0      | 0 | 0  | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ++ | +  | 0  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  |
| 7.1       | +      | 0 | +  | +  | 0 | 0 | + | +  | +  | +  | 0  | 0  | ?  | 0  | +  | 0  | 0  | 0  | 0  | +  | 0  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| 7.2       | +      | 0 | 0  | +  | 0 | 0 | + | +  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | +  | 0  | 0  | 0  | +  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | ++ |
| 7.3       | +      | 0 | 0  | +  | + | 0 | + | ++ | ++ | 0  | 0  | +  | +  | 0  | 0  | 0  | 0  | 0  | +  | +  | +  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  |



**Table 3.5: Long-term sustainability impact summary**

| Objective | Policy |   |    |    |   |    |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   |    |    |
|-----------|--------|---|----|----|---|----|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|---|----|----|
|           | 2      | 3 | 4  | 5  | 6 | 7  | 8 | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 |   |    |    |
| 1.1       | X      | 0 | 0  | +  | 0 | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0  |    |
| 1.2       | +      | 0 | +  | +  | 0 | 0  | + | 0  | 0  | ?  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0  |    |
| 1.3       | ++     | 0 | +  | X  | 0 | 0  | + | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | 0  | +  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0 |    |    |
| 2.1       | ++     | 0 | +  | 0  | 0 | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | ?  | ?  | 0  | ?  | 0  | 0 |    |    |
| 2.2       | ?      | 0 | ?  | ?  | 0 | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | 0  | ?  | 0  | 0  | +  | +  | +  | ?  | 0  | ?  | 0  | 0 |    |    |
| 2.3       | X      | 0 | +  | +  | 0 | 0  | 0 | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | +  | 0  | +  | 0  | 0  | +  | 0  | +  | ?  | 0  | +  | 0  | +  |   |    |    |
| 3.1       | 0      | 0 | 0  | 0  | 0 | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | 0  | 0  | 0  | 0  | 0 |    |    |
| 3.2       | ++     | 0 | ++ | ?  | 0 | 0  | 0 | 0  | ?  | 0  | 0  | +  | ?  | 0  | ?  | +  | +  | ?  | 0  | +  | +  | +  | 0  | +  | ?  | 0  | 0  | ?  | 0  | ?  | 0  | ?  | 0 | +  |    |
| 3.3       | ++     | 0 | 0  | ++ | 0 | ++ | 0 | 0  | 0  | +  | +  | 0  | ?  | 0  | 0  | +  | +  | 0  | ++ | ++ | ++ | ++ | +  | 0  | +  | 0  | 0  | +  | 0  | +  | 0  | +  | 0 | +  |    |
| 4.1       | ?      | 0 | ?  | ?  | 0 | ?  | ? | +  | +  | +  | ?  | ?  | ?  | 0  | +  | ++ | +  | ?  | +  | +  | 0  | ?  | 0  | ?  | 0  | ++ | ++ | 0  | 0  | 0  | 0  | 0  | 0 | 0  |    |
| 4.2       | ?      | 0 | 0  | ?  | 0 | ?  | 0 | 0  | ?  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | +  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | ++ |    |
| 4.3       | ++     | 0 | ++ | ++ | 0 | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | 0  | ?  | 0  | 0  | ++ | ++ | ++ | 0  | 0  | 0  | 0  | 0  | 0 | ++ |    |
| 5.1       | ?      | 0 | 0  | 0  | 0 | 0  | 0 | 0  | 0  | ++ | 0  | 0  | +  | 0  | 0  | 0  | ?  | 0  | ?  | ++ | +  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | +  |    |
| 5.2       | ++     | 0 | ++ | ?  | 0 | 0  | ? | 0  | ?  | ?  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | 0  | ?  | ++ | +  | ?  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | ?  |    |
| 5.3       | ?      | 0 | ++ | +  | 0 | 0  | 0 | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | +  | +  | 0  | +  | ++ | +  | ++ | 0  | 0  | ?  | 0  | +  | 0  | 0  | ?  | 0  | ++ | 0 | ++ |    |
| 6.1       | +      | 0 | ++ | 0  | 0 | 0  | 0 | 0  | ++ | +  | 0  | 0  | ++ | 0  | ++ | +  | +  | 0  | ++ | ++ | 0  | ?  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | ++ |    |
| 6.2       | ?      | 0 | ++ | ++ | ? | +  | 0 | 0  | 0  | +  | 0  | 0  | 0  | 0  | +  | 0  | 0  | 0  | ++ | +  | +  | ?  | ++ | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0  | +  |
| 6.3       | +      | 0 | ++ | ++ | + | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ?  | ++ | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | +  | +  |
| 6.4       | 0      | 0 | 0  | 0  | 0 | 0  | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | ++ | +  | 0  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0  | +  |
| 7.1       | +      | 0 | 0  | +  | 0 | 0  | + | +  | +  | +  | 0  | 0  | ?  | 0  | +  | 0  | 0  | 0  | 0  | +  | 0  | 0  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0  | 0  |
| 7.2       | +      | 0 | 0  | +  | 0 | 0  | + | +  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | +  | +  | 0  | 0  | 0  | 0  | +  | 0  | 0  | +  | 0  | 0  | 0  | 0  | 0 | 0  | ++ |
| 7.3       | +      | 0 | 0  | ++ | + | 0  | + | ++ | ++ | 0  | 0  | +  | +  | 0  | 0  | 0  | 0  | 0  | +  | +  | +  | +  | 0  | +  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0 | 0  | +  |

## Short, medium and long term impacts

3.5.4 The themes that Tables 3.3 to 3.5 identify are listed below. It is intended that these will indicate overarching effects from construction to a fully operational site. These lists are not intended to represent all of the identified effects. Please refer to Appendix V for detailed results.

### Short term effects

- In general there are few effects predicted in the short term. This is due to the fact that the majority of the housing and employment development will not have been built out
- During site construction it is anticipated that there would be negative visual and landscape effects impacting on the character of the area.
- Construction will also have the potential to generate a certain amount of pollution, in particular air pollutants, noise and light pollution.
- Several of the AAP policies relate to the provision of infrastructure on site and in advance of the site being built out. This includes transport infrastructure, requirements for SuDS and a preference for landscaping to be incorporated early. It is considered that this will have significant benefits for the sustainability of the site.

### Medium term effects

- The impacts on the character of the area will diminish as the site is built out and construction infrastructure is replaced by new build. Furthermore it is anticipated that the policies contained within the AAP could lead to development with a high quality of landscape character.
- The AAP should also ensure that development increases accessibility to services and facilities for the new residents of the site and existing residents of the surrounding area.
- As employment based development begins to function, benefits for the Cambridge economy will begin to be seen. There will also be associated benefits for improving the skills base and providing employment opportunities.
- Housing will also be constructed and will have begun to be inhabited. This will be beneficial for fulfilling housing demand, particularly affordable housing for university workers.

- The assessment indicates that with new development there could be new opportunities for criminal behaviour but it is likely that the measures included in the plan will be sufficient to minimise potential effects.

### Long term effects

- Long-term impacts will be similar to those of the medium term with benefits accentuated, particularly for the provision of affordable housing.

### Business as usual

The Guidance states that those preparing a DPD are under a duty 'to set out to improve the situation that would exist if there was no DPD. It should also aim to improve on the effects of the existing parent DPD or 'saved plan'. To test this, options considered often include scenarios termed 'no plan' and 'business as usual'.

**Section 3.3.6, Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, DCLG, 2005**

3.5.5 Without the adoption of the AAP, there are likely to be two possible scenarios:

- Scenario one: the site is not developed and continues to be used for its current predominantly agricultural/green belt use.
- Scenario two: the site to come forward for development either for currently proposed uses or different uses (NB. This option is possibly less likely due to the site green belt location of the site).

### Economic

3.5.6 The site has been identified for development in response the University of Cambridge's needs for additional research and technology facilities. Subsequently, without the AAP the University's needs may not be met which could have negative implications for the University's international status. This could potentially have adverse effects on the local, regional and possibly also the national economy. However, significance of effects would depend on whether an alternative site was identified to provide for the University's needs.

3.5.7 The policies in the AAP are also to provide a local centre, which will include shops and services and ancillary services for the University. As a result, without the adoption of the AAP the opportunities to stimulate the local economy in this way may be lost.

3.5.8 Under scenario two the site could potentially be developed for University uses but it is likely that these would take some time to deliver as the Council's and University would

have to negotiate over requirements for the development as the site specific details would not be set out in an AAP. Impacts of other uses of the site on the economy will depend on the nature of use that is identified.

- 3.5.9 Impacts on agricultural industry from retaining agricultural land under scenario one or loss of agricultural land under scenario two are uncertain as the sector has seen a decline and a diversification into other activities in recent years.

### **Social**

- 3.5.10 Under scenario one, the opportunity to provide affordable housing (as will be required by the AAP) is likely to be lost. This is likely to mean that high house prices and rental rates will remain which has negative impacts on the community and local economy. In addition, the opportunities for provision of amenities and services outside of Cambridge centre would be lost under scenario one. However, impacts will also be influenced by whether an alternative site is identified that can provide these features.
- 3.5.11 For scenario two, the potential impacts on the community are less certain. It is likely that there would be opportunities for provision of community facilities and services as is the case with the AAP. However, without the site specific guidance of the AAP the implementation of policies in the Local Plans and emerging Core Strategies may have less certain outcomes.

### **Environmental**

- 3.5.12 Under scenario one, there are likely to be a number of positive environmental impacts compared to adoption of the AAP. Potential positive impacts include: retention of quality agricultural land, landscape character and open views; and preservation of existing habitats/hedgerows, green belt and areas of open space. Potential negative impacts that may occur from development on the site under the AAP such as alteration of the drainage system, noise and light pollution, increased demand for water and other resources are also likely to be avoided under scenario one. The absence of development on the site should ensure that traffic levels are not further impacted upon and that there are no adverse impacts on climate change. Issues of increased flood risk from development would also be avoided under scenario one.
- 3.5.13 Under scenario two, the impacts on the environment are less certain. The potential negative environmental impacts associated with the AAP such as altered drainage, increased resource demands, obstruction of views, loss of greenbelt etc. could also occur under this scenario. Without the specific policies, included in the AAP, to guide the development avoidance or mitigation of these negative environmental impacts will rely on implementation of the existing Local Plans and emerging Core Strategies policies.

## 3.6 Assessment Summaries

3.6.1 The AAP has been amended as a result of the preferred options consultation in response to representations received as part of the statutory consultation process. These changes have been assessed and documented in 3.7 of this report. However, in order to provide clarity, each assessment summary includes a commentary on whether there were any changes to the assessment findings as a result of changes.

### Vision, Objectives & Development Principles

|   |
|---|
| <b>NW2: Development Principles</b>  |
| <p><b>Summary:</b><br/>Policy NW2 is a series of development principles that set up a framework for the development of this site, that complement the individual subject based policies of the plan and should be read alongside them. Insofar as the appraisal is concerned, much of the impacts will be covered in other policies, and in order to prevent repetition, these are highlighted throughout the assessment and the scores match accordingly. It is important to note that by and large this development will have negative impacts but will also have positive impacts, and that these occur within an adopted planning framework. The impacts and possible tradeoffs are discussed in the main body of the SA Report.<br/>The Policy itself is a coherent set of principles, which should result in a sustainable development, provided that certain elements are strengthened, and that they are all adhered to. Additionally it will be important that the mitigative policies are adhered to.</p> |
| <p><b>Mitigation/Recommendations:</b><br/>The main area for change is in strengthening some of the principles already in place, and adding slight amendments to other Development Principles:</p> <ul style="list-style-type: none"> <li>• Long-term protection of the Greenbelt should be included</li> <li>• The biodiversity of the site needs to be appraised ASAP.</li> <li>• Principle 3 or 4 should be amended to include light and light pollution</li> <li>• Principle 2 (j) should be amended to “Provide integrated refuse and recycling facilities and reduce the amount of waste produced through good design.</li> <li>• Principle 2 (f) should be amended to say “Enhance and protect the biodiversity...”</li> <li>• Principle 3 (n) should be amended to say “On biodiversity, protected species, archaeological...”</li> </ul>  |
| <b>Changes to Assessment as a Result of Consultation:</b><br>None   |
| <b>NW3: Implementing the Area Action Plan</b>   |
| <p><b>Summary:</b><br/>This Policy prescribes documentation and requirements for the planning application. It is welcomed that a Masterplan is to be produced to guide the outline planning application and that Design Codes will also be developed. This should all contribute to a good overall design.</p>  |
| <p><b>Mitigation/Recommendations:</b><br/>None proposed</p>   |
| <b>Changes to Assessment as a Result of Consultation:</b><br>None   |

## Site and Setting

### NW4: Site and Setting

#### Summary:

This policy focuses on the site itself (footprint and size) as well as its location in the wider Cambridge area. In some respects, whether or not the site is being used in the most efficient manner is irrelevant, due to the identification of this site as essential for the University's development. However, the development will not be without its impacts, positive and negative. The site will change character from predominantly rural to semi urban, having a detrimental impact on the landscape character that could be somewhat mitigated through design. There will also be a change of use from agricultural to residential and economic uses, however, as the land is currently a University farm, the economic gains should outweigh those lost through the change of use. Additional issues may arise from the increased non-permeable covering of the site and associated risks of surface water flooding. The mitigation of the impacts associated with its siting and footprint will necessarily need to be discharged at the Masterplan level of detail and are covered in the other policy assessments.

#### Mitigation/Recommendations:

Policy should be reworded to read:

“to ensure separation is maintained between Cambridge and Girton village and to provide a central open space for biodiversity, landscape, recreation and amenity, whilst ensuring a cohesive and sustainable form of development.

#### Changes to Assessment as a Result of Consultation:

The site footprint has gone through a multiplicity of iterations as part of the options generation and preferred option consultation. Please see Section 3.7.4

## Housing

### NW5: Housing Supply

**Summary:**

The policy sets out an ambitious target of 50% affordable housing on site, which will create a number of positive impacts, notably meeting the University's need for student and staff accommodation and inducing investment/skills from other areas. Consideration should be given to possible negative effects of lighting (a lighting assessment is required, however, any application should treat this as a sensitive issue), the nature and form of the proposed dwellings, levels of traffic increase and its associated impacts on air quality and general accessibility to open space and other amenity areas during construction.

**Mitigation/Recommendations:**

None proposed. **NW12** requires a transport assessment to be submitted. Particular emphasis should be made on construction and site traffic, induced traffic to the site and possible synergistic effects. Policies **NW11 - NW19** should address this.

Any application should address, in detail, access arrangements to the open space/amenity space during the lifetime of the site.

**Changes to Assessment as a Result of Consultation:**

None

### NW6: Affordable Housing

**Summary:**

The policy sets a 50% target for the provision of affordable housing on this site. The affordable housing is proposed to consist of housing for key workers in its entirety. This has clear positive impacts in providing affordable housing in Cambridge and secondary impacts in creating an atmosphere in which further investment and employment can thrive.

**Mitigation/Recommendations:**

None proposed

**Changes to Assessment as a Result of Consultation:**

None

### NW7: Balanced and Sustainable Communities

**Summary:**

This policy addresses the balance of the site as whole in regard to it being a 'sustainable community'. This policy address the 'nature' of the site in its final state, concentrating on the distribution, quality and accessibility of housing. With this in mind it performs well in providing a high level of affordable housing, with a mix of types size and tenures catering for both key workers and market housing. The student housing is intended to be separate from the Key Worker and market housing, and to be car free in line with assumed University policies. This separation should ensure there is no conflict between the students, with different working hours and social habits and the other residents.

**Mitigation/Recommendations:**

Background paragraph 4.9 should be amended to clarify the University's position on 'car free', and in particular their policy for this site.

**Changes to Assessment as a Result of Consultation:**

The proposed changes should help facilitate better social cohesion and understanding and help to work to establishing mixed communities. The changes should result in an improved score in the short, medium and long-term against the SA Objectives.

## Employment

|   |
|---|
| <b>NW8: Employment Uses</b>   |
| <p><b>Summary:</b><br/>This policy focuses on the employment uses on the site, notably D1 educational uses, academic research institutes and <i>sui generis</i> research establishments, in addition to a mix of B1 uses. The addition of these uses to a site with residential developments adds a significant number of benefits not only to the site but also to the city, sub-region, region and nation. The policy should result in enhancement of the University's reputation, inducing further investment. This development should also, in order for it to be viable, result in upgrades and additions to communication infrastructure, for students, staff and employment facilities. It should be noted that the employment uses may have a narrow field of expertise and thus may be vulnerable to economic shocks/variations and diversity should be aimed for.</p> |
| <p><b>Mitigation/Recommendations:</b><br/>None proposed</p>   |
| <p><b>Changes to Assessment as a Result of Consultation:</b><br/>None</p>   |
| <b>NW9: Employment Uses in the Local Centre</b>   |
| <p><b>Summary:</b><br/>This Policy promotes B1 employment development in the local centre. This will be important to diversify the local jobs market, providing jobs that should meet the aspiration levels of a significant group of the population who lack the skills and/or desire to work in the local university and commercial research facilities. This diversity should be conducive with the aim of promoting a vibrant local centre, as promoted by policy <b>NW21</b>.</p> <p>This policy promotes local employment opportunities that will mean that local residents can access their place of work by foot or by bicycle. It is unlikely that significant numbers of employees will seek to access their place of work by private car. However, this will also be closely related to the parking provision provided.</p>  |
| <p><b>Mitigation/Recommendations:</b><br/>Local employees accessing their place of work by sustainable means of transport is of strategic importance. Transport Policies <b>NW11 – 19</b> should be referred to as mitigation.</p>  |
| <p><b>Changes to Assessment as a Result of Consultation:</b><br/>None</p>   |
| <b>NW10: Mix of Uses</b>  |
| <p><b>Summary:</b><br/>This policy adds detail to Policy <b>NW8 (1 (a))</b>. As such the findings are by and large replicated here.</p>   |
| <p><b>Mitigation/Recommendations:</b><br/>None proposed</p>   |
| <p><b>Changes to Assessment as a Result of Consultation:</b><br/>None</p>   |



## Travel

### NW11: Sustainable Travel

#### Summary:

This Policy seeks to promote a range of methods to achieve a modal split of 40% - 37%. It promotes the use of walking, cycling and public transport and a number of measures to suppress the number of individual car trips that the site will generate. The Policy will have significant positive benefits in terms of promoting accessibility and connectivity with the rest of the city and the sub region. Promoting accessibility by foot and bicycle is likely to involve the provision of designated routes that avoid the busy Huntingdon Road. This may help to promote accessibility between existing locations and the footpaths through the green belt beyond the site boundary. The Policy may also help to provide accessibility to less mobile sections of the population. This will depend on factors such as bus stop locations and appropriate and accessible vehicles.

The effects of the Policy on pollution should be considered at two levels. On one hand the policy has benefits in terms of reducing the potential amount of pollutants (NOx, PM10, CO<sub>2</sub>, traffic noise etc). This is essentially a reduction of the volume of pollutants that would occur without the policy. On the other hand, in terms of real emissions even a modal share of less than 40% may produce enough pollutants for this to be a significant issue. In particular additional traffic on the already busy Huntingdon Road may be enough to cause significant effects in the local area that would contain a greater number of human receptors. Secondary impacts on health may then arise.

#### Mitigation/Recommendations:

The policy as it stands sets the total for car related trips to be no more than 40%. This is a commendable figure and it is hoped that provisions such as car clubs and employee travel plans can achieve this. It is beyond the realm of this assessment to judge whether these means can achieve this, it is only possible to state that they will provide benefits towards achieving this. However, the supporting text indicates that a modal split of up to 37% could be achievable. It is not clear why this figure was not used and 40% used instead. Clarification should be sought on the origin of this figure. University accommodation has parking standards to minimise associated parking. Market housing has its own parking standards that provide spaces for such development. It is recommended for greater sustainability a sizeable percentage of the Market housing should be promoted and constructed as car free development.

#### Changes to Assessment as a Result of Consultation:

None

### Preferred Policy Option NW12: Highway Infrastructure

#### Summary:

This Policy is designed to ensure that surrounding highway capacity will not be overburdened. This will ensure that if the development is considered to be likely to have an adverse effect the development must contribute to creating additional capacity at key junctions. It is considered that this will help to create a greater chance of free flow conditions. Free flowing roads support greater efficiency in vehicle use resulting in lower emissions than equivalent slow moving and stationary traffic. However, highway improvements have the potential to create greater total volumes of traffic (induced traffic) and this should be a consideration of transport assessments

#### Mitigation/Recommendations:

The traffic assessments that may be necessary, as part of the development proposal must include consideration of whether the scheme could induce new traffic movements.

#### Changes to Assessment as a Result of Consultation:

None

#### Preferred Policy Option NW13: Vehicular Access

**Summary:**

This policy relates purely to access arrangements to the site from the Huntingdon and Madingley Roads. It is considered that the impacts these will create will be minor in their significance. Slower moving traffic will emit more pollutants but the relative significance on these at the citywide scale is considered low. Impacts on the amenity and character of the area will be concerns. The proposal includes new junctions on the edge of Girton Village. The assessment has indicated that this may alter the character of the area, producing a more urbanised feel. Light and noise pollution may also contribute towards this. However, the effects are considered to be minimal as the proposal will be on the edge of the village and close to the urbanised area of North West Cambridge.

**Mitigation/Recommendations:**

It will be at the detailed level that it will be possible to gauge the true level and type of impact on landscape character, and furthermore to ascertain the impacts of light, noise and air pollution. Therefore any application should consider landscape impacts as part of its scope perhaps within the required design statement.

**Changes to Assessment as a Result of Consultation:**

None

#### Preferred Policy Option NW14: Madingley Road to Huntingdon Road Link

**Summary:**

The results of the assessment indicate both potential positive and negative effects from the creation of an all-purpose route. On one hand a new route will help increase the accessibility of both the site and the wider area. This may help to promote access to existing employment areas and could help to support local centres in particular. The policy promotes priority of sustainable and public transport modes over private vehicles, which is also considered to be beneficial. For example this could help to promote increasing health.

However, the route will still be accessible for private vehicles and there is potential for this route to be popular with motorists wishing to avoid central routes to access the M11 and beyond. Significant volumes of vehicles may create negative impacts. In particular air pollution and emissions could affect air quality and health, noise and lighting issues could create nuisance. Importantly a busy route through the site could create severance issues within the site itself, which can jeopardise the quality of life of the people who will live on the development.

**Mitigation/Recommendations:**

Before approval for the route is granted a detailed examination of likely transport movements will be required. Furthermore the wider context of city and regional transport planning must be considered. Discussion with the Councils has indicated that other strategic measures (such as one way routes) could be used to minimise trips that can be considered to be “rat-running”. The wider transport planning context can therefore be used as a form of mitigation.

**Changes to Assessment as a Result of Consultation:**

None

#### Preferred Policy Option NW15: Highway Provision

**Summary:**

This policy states that prior to development highway provision must be in place and funded by the development. In general this is considered to have minor effects. This may create some pollution and nuisance in the area from an early stage of the construction process, but may also help to create a new character and sense of place in advance of building construction.

**Mitigation/Recommendations:**

None proposed

**Changes to Assessment as a Result of Consultation:**

None

**Preferred Policy Option NW16: Public Transport Provision**

**Summary:**

This policy will have a range of benefits relating to increasing accessibility between the new development and that existing within Cambridge. This will include both employment and retail areas. It is considered that modal shift will be possible and the proposed routes would provide real alternatives to the use of private vehicles. Buses have the benefit of reducing the volume of pollutants (assuming the buses are busy and many vehicles would be single occupancy). The assessment identifies that minor impacts on the character of the development as a result of clutter and street furnishings could be noted.

**Mitigation/Recommendations:**

It is recommended that as part of the design statement required in **NW3** street furnishing is a consideration to mitigate for particular issues.

**Changes to Assessment as a Result of Consultation:**

None

**Preferred Policy Option NW17: Cycling Provision**

**Summary:**

This policy will help to promote the use of the bicycle as a means to travel around the city and its surroundings for work and leisure purposes. The policy will ensure connectivity with the rest of the cycle network, which is essential for its success. The measures contained within the supporting text such as provision of cycle storage for all dwellings should help promote ownership, again a key factor in the success of cycle provision.

**Mitigation/Recommendations:**

None proposed.

**Changes to Assessment as a Result of Consultation:**

None

**Preferred Policy Option NW18: Walking Provision**

**Summary:**

It is important that development on the site is permeable and provides linkages to surrounding areas. This will enable walking to be a feasible travel choice within the site and to local services and employment opportunities. Safety is a concern, particularly during the evening and pathways should be built to the standards and requirements of measures to design out crime. This will include routes being well lit and overlooked by residential and employment development.

**Mitigation/Recommendations:**

None proposed. Refer to **NW2 (2 (i))**.

**Changes to Assessment as a Result of Consultation:**

None

**Preferred Policy Option NW19: Parking Standards**

**Summary:**

The assessment has been undertaken with the assumption that the car parking standards will be lower than the maximum standards indicated in Appendix 1 whilst cycle parking standards are maximised. This assumption is based on Paragraph 2.2 of the car parking standards as follows:

Levels of car parking below the stated levels, including car-free developments, will be supported where:

- The site has good access to High Quality Public Transport bus services, pedestrian and cycle routes;
- For residential developments, the site is within close proximity to shops and other local services;
- Reduced car ownership/use can be encouraged by provision of car pooling/car share clubs; and
- Reduced car ownership/use can be enforced by means of a planning condition or obligation, on-street controls, or other methods to ensure that increased on-street parking pressure will not occur.

The vision and objectives of the AAP can be considered to seek to achieve the above caveats. Therefore it is reasonable to assume that parking provision will be low and opportunities for the site confirm this.

The uncertainty over the exact standards that are applicable for the development is reflected in the uncertainty illustrated in the assessment. The use of cycle standards will help to promote this mode of transport. However, without ascertaining the level of parking provision it is difficult to gauge the level of pollution impacts attributable to private vehicles that the site may produce.

**Mitigation/Recommendations:**

It is fair to assume that parking standards can be reduced based on the caveats in paragraph 2.2 of Appendix 1. Some of the land uses on site, such as the student accommodation, can be considered to be car free, as implied through paragraph 4.9. However, the provision of car free development should also be consider for the market and key worker housing. In conjunction with the cycling and public transport provisions of other policies it is considered that at least part of this site would not be unduly compromised by such requirements.

It is therefore a recommendation that the policy be expanded to promote car free development for all of the land uses designated on the site.

**Changes to Assessment as a Result of Consultation:**

None

## Community Services and Facilities

### NW20: Provision of Community Services and Facilities, Arts and Culture.

#### Summary:

This Policy promotes adequate provision of local services and facilities. This should lead to wide ranging benefits in terms of reduced car travel, healthy living and community vibrancy and cohesion due to the sense of 'ownership' of shared local facilities. Community cohesion is further promoted by an emphasis on provision for local services and facilities to be delivered by the community or voluntary sector and also the involvement of key stakeholders in identifying need. Community cohesion will be further promoted by this Policy in combination with Policy **NW21**, which will ensure that people are brought together in the local centre to make use of services and facilities.

#### Mitigation/Recommendations:

Part 1 of the policy has no mention of ensuring high quality services and facilities. Suggest rewording thus:

*"The development will provide an appropriate high quality level and type of services and facilities in suitable locations ..."*

Part 2 of the Policy should be reworded to make clearer what it is hoping to achieve. Suggest the addition of an e.g.:

*"Where appropriate, those services and facilities delivered by the community or voluntary sector (e.g. faith facilities) will be provided through..."*

#### Changes to Assessment as a Result of Consultation:

None

### NW21: A Local Centre

#### Summary:

This policy promotes a local centre that will meet the needs of local residents by providing a range of services and facilities in an accessible location. Promoting a diversity of services and facilities in this one area should lead to a vibrant local centre, which represents an efficient use of land (and existing buildings) and should attract investment and encourage other small businesses to locate in the area.

There are wide ranging benefits to the provision of services and facilities in this fashion, as opposed to relying on residents making use of services and facilities in existing centres, which will be further away, or services and facilities that are provided in a more dispersed fashion. Firstly, concentrating services and facilities in one centre that is accessible by public transport should ensure that such a centre is highly accessible, which should benefit less mobile groups of society. Also, there will be reduced demand to travel further distances to access services, therefore reducing private car use. The centre will also be accessible by foot and cycle path, further reducing car journeys. A knock-on benefit of good bicycle and pedestrian access is the creation of opportunities for social interaction as well as encouraging a healthy outdoor lifestyle. Social interaction and health benefits should be further promoted through use of the greenspace that is adjacent to the centre.

#### Mitigation/Recommendations:

There were no negative impacts identified by the assessment. One recommendation is that, although the policy promotes public transport access, it will be important to ensure that this enables access to the centre for all elements of the community. This should be mitigated through **NW2 (1 (b))**.

**Changes to Assessment as a Result of Consultation:**

None

**NW22: Public Art**

**Summary:**

This policy explicitly promotes public art with the explicit aim of increasing the character and distinctiveness of the new built environment as well as aiming to create pride and a sense of ownership amongst residents of the new community. It can be assumed that these effects will be maximised if the art is targeted in the new local centre, where there is already likely to be a degree of sense of shared ownership of services and facilities and open space. Public art will be conducive with encouraging people to access local services and facilities by means other than the private car, which can have significant health benefits.

**Mitigation/Recommendations:**

The details of this policy should be addressed during the Masterplanning stage, however the policy could be strengthened through the addition of a Public engagement aspect to the provision of public art. This could occur through engagement with a lead artist

**Changes to Assessment as a Result of Consultation:**

Change of wording restricts the opportunity to increase above 1% the percentage of the development costs to be used for public art and therefore reduces the score of this policy against the SA objectives. The rewording will not improve the level of investment in key community services and infrastructure.

## Recreation

### NW23: Open Space and Recreation Provision

#### Summary:

This policy promotes high quality and accessible public open space. Provision of high quality open space and recreational facilities will be important for ‘place making’ and ensuring the satisfaction of residents with their local area. Multi-use open space should allow accessibility for a wide range of people and promote integration between different sectors of the community.

This policy includes provision for natural green spaces, which can represent accessible wild places where people can have contact with nature. The focus on multi-use of open spaces is particularly important to increase the accessibility of green space and maximise the benefits from such areas.

#### Mitigation/Recommendations:

The supporting text states should be amended to “*many open space uses are not mutually exclusive*”

The supporting text states that ‘wet areas’ must also be able to be accessed and enjoyed by the public in order to be an acceptable form of open space. This point is acceptable although further clarification might add that wet areas might by their nature be less accessible to all, or at certain times of the year. Furthermore, there may be interest and enjoyment generated as a result of a natural wet area even if physical use of the site is limited. However, this is addressed through **NW2**.

The policy background text should be amended to promote a strategic approach to locating all open and green space encouraging the use of pedestrian and cycle routes

Open space and other recreational facilities can create opportunities for crime or become areas of perceived crime risk. Policy **NW20** describes the importance of managing and maintaining community facilities into the future.

#### Changes to Assessment as a Result of Consultation:

None

## Natural Resources

### NW24: Climate Change & Sustainable Design and Construction

#### Summary:

This policy promotes residential developments that meet Level 4, rising to level 5, of the Code for Sustainable Homes. This will ensure that per capita energy use is reduced, but the development will still lead to a net increase in energy use by the built environment in Cambridge. Even if a higher level of the Code for Sustainable Homes were to be adopted there would still be a net increase in energy use by the built environment as a result of the development as the Code does not apply to non-residential development.

This policy should ensure that new residential development is adaptable to climate change and incorporates design for passive heating and cooling. Promoting energy conservation and passive heating and cooling through sustainable design should ensure that there are no instances of fuel poverty.

Use of the Code for Sustainable Homes will also ensure that water consumption is reduced in residential properties, although it will not apply to non-residential development.

#### Mitigation/Recommendations:

Development Principle D states that the new development will allow for the community to be an exemplar of sustainable living. However, as stated in the supporting text, this policy is better described as ensuring the development 'plays its part'. This policy promotes compliance with the Code for Sustainable Homes that goes one step beyond Government policy, but it is felt that for this policy to be in accordance with Development Principle D there will need to be a greater push for carbon neutral development or better (Zero Carbon), which will require all homes meeting level 6 of the Code for Sustainable Homes in the near future. However, such aspirations to develop an exemplar for sustainable living would also require Policy **NW25** to promote more stringent requirements for onsite energy generation from renewable sources for residential development. The policy should be rephrased to ensure the highest possible standards are aspired to, unless it can be proven that they are not reasonable for technological, economical or environmental reasons.

There should be a clearer distinction between the CSH and BREEAM standards. CSH applies to residential development, taking over from Ecohomes whereas BREEAM will apply to all other developments. This split needs to be distinct and clear.

To avoid confusion between climate change mitigation (reduction in CO<sub>2</sub>) and adaptation (flood defences) the last sentence of paragraph 9.1. should be amended to read:

*"North West Cambridge will need to play its part in helping to reach this goal, balancing the overall increased emissions due to the scale of the development, with the opportunities that new development offers for reducing carbon emissions, through such measures as sustainable design and the provision of decentralised and renewable energy sources."*

The supporting text makes an important link between adapting to future increased temperatures, but at the same time reducing emissions, therefore also acting to mitigate climate change. However, it is thought that 'air conditioning' or 'active cooling systems' could be substituted for 'active heating and cooling systems', in order to add to clarity.

This Policy refers to sustainable design, but could also be used to promote sustainable construction. Amend Part B to read "...sustainable design and construction in line with..."



Changes to Assessment as a Result of Consultation:  
None

### NW25: Renewable Energy

#### Summary:

This Policy promotes an ambitious level of onsite renewable energy generation. Furthermore, it sensibly includes a degree of flexibility, stating that this will not be a requirement when it can be demonstrated that it will not be feasible. This will be important in order to ensure that business is not deterred. The feasibility of certain renewable energy technologies will also be limited in some areas due to impacts on landscape.

Local renewable or low carbon energy infrastructure could add to a sense of pride and 'ownership of place' amongst residents of the new community. This could be further enhanced if the community has ownership of the energy services company that provides this infrastructure.

#### Mitigation/Recommendations:

The compatibility with the requirements for levels of the CSH needs to be checked. Also, as with the previous Policy, a clear distinction between residential and other uses, and their respective requirements needs to be made.

Part 1 of the Policy recognises that some developments will not be able to feasibly meet the 20% on-site renewables requirement. In order to ensure that all development results in carbon reduction benefits it is suggested that Part 1 of the Policy be extended to state that: *Where a development can demonstrate that generating on-site renewables is not viable, then there is a requirement to demonstrate how a similar reduction in carbon emissions will be achieved through energy conservation (in addition to energy conservation required through any other Policy).*

There needs to be a clearer hierarchy in Part two of the policy, as CHP can be fuelled by biofuels, just as a DHS. A possible hierarchy could be:

1. CHP fuelled by biomass
2. CHP fuelled by gas
3. District heating fuelled by biomass
4. District heating fuelled by gas

It is also recommended that priority be made for energy demand reduction first, then renewable technology second, as reduction of energy demand is higher up the energy hierarchy and will result in lower overall GHG emissions.

Changes to Assessment as a Result of Consultation:  
None

### NW26: Surface Water Drainage

#### Summary:

Although there is little evidence of flood-risk to the site itself, this Policy promotes the use of SuDS in order to reduce the risk of flooding downstream as a result of increased surface run-off. SuDS can also effectively remove pollutants from surface water drainage before it reaches the natural watercourse. Part 2 of the Policy supports **Policy NW2** by stating that water storage areas should also have biodiversity, amenity and recreation value. It is important to promote the multi-functionality of such areas, although it is important not to be overly limiting/prescriptive (see recommendation). The water storage areas will add to the green space resource. However, it is not clear that the wider green space resource will be planned so that it incorporates SuDS. This should be encouraged as it will add to the multi-functionality and interest associated with green space

It is expected that some features of SuDS, such as water storage areas, will be put in place at the construction phase. Creation of these wet habitats will add diversity to the landscape, therefore leading to biodiversity benefits almost instantaneously.

#### Mitigation/Recommendations:

Part 2 of the Policy should be reworded to increase clarity. It could be stated that:

*“The SuDS will seek to hold water on the site, ensuring that it is released to surrounding water courses at an equal, or slower, rate than is the case prior to development.”*

In order to increase clarity, Part 4 of the Policy could be reworded to state that:

*“Any surface water drainage scheme will need to be capable of reducing the down stream flood risk associated with storm events as well as normal rainfall events under future climate change scenarios.”*

Changes to Assessment as a Result of Consultation:

None

### NW27: Foul Drainage and Sewage Disposal

#### Summary:

This Policy seeks to ensure that wastewater and treated wastewater does not impact upon the water environment and does not increase flood risk. There is an emphasis on ensuring that capacity for wastewater treatment is a limiting factor for the rate of development, which appears to be a precautionary approach that will lead to stringent environmental protection. The supporting text describes the necessity to take account of priorities set for the catchment by the Water Company and the Environment Agency.

#### Mitigation/Recommendations:

It could be beneficial to refer to integrated approaches to the treatment of wastewater that include grey water recycling as part of sustainable design and construction (promoted by **Policy NW24**).

Changes to Assessment as a Result of Consultation:

None

### NW28: Management and Maintenance of Surface Water Drainage Systems

#### Summary:

This Policy seeks stringent protection of watercourses and the wider water environment in perpetuity. There should be benefits from seeking an integrated approach, as promoted by the Policy. An integrated approach should ensure that development is not hindered, whilst also ensuring that the water environment is not put at risk. The Policy also puts in place guidance to ensure that effects of run-off during the construction phase are taken account of. This Policy will ensure that the Brook that runs through the site remains in good ecological condition, and therefore is a feature of interest for the community.

#### Mitigation/Recommendations:

Part 2 of the Policy could be reworded to add to clarity. This could read:

*“No development shall commence until the written agreement of the local planning authorities has been secured stating that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity.”*

Reference should be made to the type of monitoring, such as ecological/biological/hydrological conditions into the future to ensure that good conditions are being maintained.

Changes to Assessment as a Result of Consultation:

None

### NW29: Water Conservation

#### Summary:

This Policy promotes measures to increase water conservation in the built environment so that ambitious targets for reduced per capita water consumption can be met. This Policy includes provision to ensure that there is no detrimental water pollution as a result of water reuse/recycling systems. However, it is not clear how such pollution could possibly occur.

#### Mitigation/Recommendations:

This Policy should be internally coherent with **Policy NW24** and the Code for Sustainable Homes in terms of standards and timescale.

The supporting text refers to water conservation measures reducing ‘the overall demand for water’. This is not strictly true, as the development will in fact increase overall demand for water in what is already a water stressed region. The Policy should aim to reduce per capita demand for water.

Paragraph 2 of the supporting text refers to ‘improving the efficiency of water supply’. This should be changed to ‘water use’.

The final sentence of paragraph 9.18 should read ‘adverse affect on biodiversity, or the wider water environment, in accordance with the Water Framework Directive’.

Changes to Assessment as a Result of Consultation:

None

## Delivery

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| <b>NW30: Construction Process</b>  |
| <p><b>Summary:</b><br/>This Policy seeks to mitigate potential negative environmental impacts associated with the construction phase of the development. The Policy encourages recycling of construction waste and suitable materials that will result from demolition of existing buildings. However, during the construction phase there will be disruption and noise from machinery and construction, and also from vehicles supplying the site. The result of these practices will be to emit pollutants, create nuisance and increase traffic above current levels.</p> <p>The Policy aims to minimise disturbance and distress to surrounding residents. It is likely that there will be short term impacts during the construction phase that will be detrimental in comparison to current amenity and character. In particular visual and noise impacts from machinery and traffic. It is likely that the negative impacts of construction (noise, traffic, visual) will impact on satisfaction of existing residents in the short term and new residents in the medium term as the site is built out.</p> |
| <p><b>Mitigation/Recommendations:</b><br/>The Policy should include a requirement for all construction traffic to use the most effective and sustainable access to the site.</p>   |
| <p>Changes to Assessment as a Result of Consultation:<br/>None</p>   |
| <b>NW31: Strategic Landscaping</b>   |
| <p><b>Summary:</b><br/>This Policy focuses on ensuring that landscaping is in place at the start of the construction phase as well as further added to at the end of the construction stage. This will be effective in ensuring that amenity impacts felt by existing local residents are minimised. However, there is little further detail given as to the other strategic aims of landscaping.</p>  |
| <p><b>Mitigation/Recommendations:</b><br/>The Policy should make explicit the requirement to link providing high quality habitat (including the planting of trees of local genetic stock) that is strategically located in order to reduce habitat fragmentation with improving the quality of open space and green space.</p>   |
| <p>Changes to Assessment as a Result of Consultation:<br/>None</p>   |
| <b>NW32: Phasing &amp; Need</b>  |
| <p><b>Summary:</b><br/>This Policy promotes the phasing of land at the masterplanning level. The Policy also seeks to ensure that there is a need for land to be developed, and can therefore be considered an efficient use of land. The Policy is not prescriptive as to the type of phasing that should occur. This should ensure that delivery of the built development is not restricted. However, there could be some benefits to stating the strategic aims of phasing, in order to guide decisions on phasing at the masterplanning stage.</p>   |
| <p><b>Mitigation/Recommendations:</b><br/>Reference should be made to the strategic aim of phasing and to the nature of receptors exposed to impacts during the construction of the development (i.e. current and future residents).</p>   |

Changes to Assessment as a Result of Consultation:  
None

### NW33: Infrastructure Provision

#### Summary:

This Policy takes a holistic approach to the strategic provision of infrastructure, recognising that a sustainable community will require far more than just physical infrastructure, as defined in the traditional sense. It includes a comprehensive list of types of infrastructure that will be required, and so should be effective in securing maximum benefits from developer contributions. However, provision will ultimately depend on the strength and enforcement of s106 agreements to get these funds.

It is felt that some of the benefits may be greater in the long term than in the short term. Funding for infrastructure will come forward progressively, and therefore so will the infrastructure itself. It will be important to prioritise what infrastructure is most important in order to ensure the creation of sustainable communities from the outset.

#### Mitigation/Recommendations:

To ensure the comprehensiveness of the list of types of infrastructure for which contributions will be sought 'energy infrastructure' could be added to the list.

Changes to Assessment as a Result of Consultation:

None

## 3.7 Submission Draft AAP

"The environmental report...[and] the opinions expressed [through the consultation]...shall be taken into account during the preparation of the plan or programme and before its adoption..."

Article 8, the SEA Directive

### Changes to policies as a result of preferred options consultation

- 3.7.1 In line with the Local Development Regulations the Preferred Options were consulted upon for the required 6 weeks. During this time, the comments were recorded by the Councils and documented. In considering the comments made on the AAP, the Councils proposed changes to the AAP in preparation for submission. These changes are documented in Appendix VI.
- 3.7.2 In order to assess whether any of the changes proposed would affect the SA, a screening exercise was conducted to document whether the change was:
- **Major** – a major change was considered to be a significant change in policy wording, a new policy or other change that could have a material affect on the sustainability of the plan.
  - **Minor** – a minor change was considered to include areas of clarification, or minor updates to background text that would not materially affect the outcomes of the plan.

3.7.3 Any changes that were considered ‘major’ were compared against the findings of the SA of the Preferred Option to determine whether there was any change in the outcomes of the SA. Full results can be found in Appendix VII, however, only those resulting in ‘major’ change are included in Table 3.6 below (please note that the Objective numbering uses the following rules and refers to the results included in Appendix V for each relevant policy; the first digit refers to the sustainability topic, the second digit is the objective and the third digit is the decision making criteria. So if there is a 6.2.1 referenced this corresponds to SA Topic 6: Inclusive Communities, Sa Objective 2: Redress inequalities related to age, gender, disability, race, faith, location and income and Decision Making Criteria 1: Will it improve relations between people from different backgrounds or social groups?).

**Table 3.6: Summary of implications on the SA of the proposed changes resulting from consultation.**

| Reference | Proposed Change  | Council’s Reason for change   | Change in SA of Preferred Option   |
|-----------|--|---|--|
| Para 1.4  | “When a policy calls for something to be demonstrated this will require action on the part of the applicant to inform the decision maker. If the required action is not taken to an appropriate standard, development is likely to be refused. For the avoidance of doubt, the final result of calculations arising from the application of policies and guidance should always be rounded to the nearest whole number.” | Clarification   | Major <ul style="list-style-type: none"> <li>Change of requirement to place emphasis on the applicant. This should be accompanied with information to make it easier for the applicant to inform the decision maker.</li> </ul> <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p> |
| Para 2.4  | “including green infrastructure”   | Amended in response to representation 3905 in order to clarify that green infrastructure has a wider remit than just open space and recreation provision. | Major <ul style="list-style-type: none"> <li>Including ‘green infrastructure’ within the Objectives of the Area Action Plan should provide the framework to ensure sustainable design and construction methods and open space and landscaped grounds can be stipulated.</li> </ul>   |

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|                              |  |   | The proposed change is not considered significant enough to change the score given at the preferred options SA stage.   |
| Para 2.8                     | “The Lighting Strategy should also consider the impact of outdoor lighting from the development on the operation of the Institute of Astronomy Observatory at Madingley Road, with a view to minimising any negative impacts.”<br>“any adverse impacts”                          | Amended in response to representation 3823 in order to clarify that the impact of outdoor lighting on the astronomical observatories should be considered with a view of minimising negative impacts.<br><br>Amended in response to representation 3637 in order to provide clarity and avoid any misunderstanding any study looking at the SSSI should not just address noise and air pollution concerns that may arise but should cover a full range of potential adverse impacts and there should be separate studies undertaken to address any impact of noise and air pollution arising from the M11 and A14 on the development in general | Major <ul style="list-style-type: none"> <li>To maintain safety and address the proposed change, lights that minimise excess lighting upwards should be employed so as to maintain safety at night.</li> </ul> <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p> |
| Policy NW4: Site and Setting | Land between Madingley Road and Huntingdon Road, comprising two areas totalling approximately 73ha, as shown on the Proposals Map, is allocated for predominantly University-related uses. A strategic gap is retained between the two parts of the site to ensure separation is | The Councils have looked again at the site footprint and determined that there is some scope to amend it to provide a sensible development area whilst respecting the AAP objectives (which include maintaining Green belt purposes). This would increase the developable area by around 3.9ha.   | Major <ul style="list-style-type: none"> <li>An increase in over 5.6% of total area (above the previous site area of 69ha) is likely to impact local environmental quality</li> </ul> <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p>                          |



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|   | <p>maintained between Cambridge and Girton village and to provide a central open space for reasons of biodiversity, landscape, recreation and amenity, whilst ensuring a cohesive and sustainable form of development.<br/>Development will create a high quality built edge to the urban area and provide an appropriate setting to Cambridge that maintains the purposes of the Cambridge Green Belt.</p> |  |   |
| NW6: Affordable Housing                 | Removal of “at least 50%”   | Amended in response to representation 3467 to better reflect the Cambridge Local Plan Inspectors Report conclusion that if the University wanted in future to provide more than 50% affordable housing the policy should not prevent them doing so.          | <p>Major</p> <ul style="list-style-type: none"> <li>▪ The “reason for change” doesn’t correspond to the “proposed change”</li> <li>▪ Stipulating a set percentage of affordable housing limits opportunities to stipulate higher percentages if deemed appropriate to the site or changing housing requirements</li> </ul> <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p> |
| NW7: Balanced and Sustainable Community | “whilst the student housing can be provided in a number of groups distributed across each phase of development”   | Amended in response to representation 3469 as allowing student housing to be provided in each phase of the development would help to ensure its availability when needed, and also that there is little recent history of residential amenity being affected | <p>Major</p> <p>6.2.1 + + +<br/>6.2.2 + + +</p> <ul style="list-style-type: none"> <li>▪ Distributed student housing across the development would help provide student housing when it is needed</li> <li>▪ Integrated communities should</li> </ul>  |

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|          |  | by proximity to College student housing. As over half of the student housing would probably be for post-graduates who can have cars the case for a student accommodation quarter is less convincing.  | <p>help greater social interactions and facilitate social cohesion</p> <ul style="list-style-type: none"> <li>▪ Provision of car spaces for students is counter to the principle of sustainable development and should be discouraged</li> <li>▪ Improved public transport infrastructure and other measures to promote sustainable forms of transport should be promoted</li> </ul>   |
| Para 4.9 | “The layout of the development should integrate affordable housing with the open market housing in ways that minimise social exclusion. The creation of tenure monocultures should be avoided. The development of the affordable housing in multiple small groups and clusters of between 6 and 25 dwellings will satisfy the policy requirement to achieve mixed and balanced communities.” | Amended in response to representation 3469 as allowing student housing to be provided in each phase of the development would help to ensure its availability when needed, and also that there is little recent history of residential amenity being affected by proximity to College student housing. As over half of the student housing would probably be for post-graduates who can have cars the case for a student accommodation quarter is less convincing. | <p>Major</p> <p>6.2.1 + + +<br/>6.2.2 + + +<br/>6.3.1 + ++ ++</p> <ul style="list-style-type: none"> <li>▪ The proposed changes should help facilitate better social cohesion and understanding and help to work to establishing mixed communities</li> <li>▪ A focus on avoiding tenure monocultures should help minimise social exclusion</li> <li>▪ This change could result in an increase in student car ownership which is counter to the principle of sustainable development and likely to be a backwards step in moving Cambridge towards being a ‘green’ city</li> <li>▪ Transport infrastructure and</li> </ul> |

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|                                  |  |  | interconnectivity to the town centre and other university facilities should be such that personal car ownership is not necessary, particularly for students  |
| Policy NW10: Mix of Uses         | <p>“Employment development at North West Cambridge will constitute:</p> <p>a. Up to <b>60,000</b> m<sup>2</sup> of higher education uses, including academic faculty development and a University Conference Centre, within Use Class D1; and</p> <p>b. Up to <b>40,000</b>m<sup>2</sup> of University related <i>sui generis</i> research institutes and commercial research uses within Use Class B1(b)”</p> | <p>Amended in response to representations 3471 &amp; 3652 to provide clarity and accurately reflect the split of uses in the Local Plan.</p> <p>Consequential change made to core and local output indicators table.</p> | <p>Major</p> <ul style="list-style-type: none"> <li>▪ Reduced D1 and increased B1(b) provision (at the extent of new collegiate provision) could deliver relatively significant increases in economic activity.</li> <li>▪ Commercial/research partnerships could further enhance Cambridge University’s position as an world class institute for both research and industry</li> </ul> <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p> |
| Para 6.6 (changed from para 6.5) | <p>“A secondary access into the development from Madingley Road may be required to serve the eastern part of the site using the existing road through the University Observatories.”</p>   | <p>Amended in response to representation 3362 in order to provide clarity.</p>   | <p>Major</p> <ul style="list-style-type: none"> <li>▪ This additional road could encourage greater car use in the area</li> <li>▪ Revised public transport and sustainable transport infrastructure provision could mitigate this requirement</li> </ul> <p>The proposed change is not considered significant enough to change the score given</p>   |

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|                                  |  |   | at the preferred options SA stage.   |
| NW16: Public Transport Provision | “Support for residential travel plans and employee travel plans, including measures to encourage bus use, funded by development.”  | Amended in response to representation 3475 to clarify the developers role in supporting public transport.   | <p>Major</p> <ul style="list-style-type: none"> <li>▪ The proposed change will give greater flexibility to implement the most appropriate travel plans for the development</li> <li>▪ The proposed change may however, result in poorer public transport accessibility through non-specified support for busses to be implemented through travel plans</li> </ul> <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p> |
| Policy NW17: Cycling Provision   | “Giving priority to cycling within the development, including connections to key destinations, including the local centre, bus stops, the primary school, employment, and adjacent development;”   | Amended in response to representation 3662 in order to reflect the importance of links between this site and the NIAB development.  | <p>Major</p> <ul style="list-style-type: none"> <li>▪ This inclusion is important to ensure ease of access between developments</li> </ul> <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p>  |
| Para 7.3                         | “Not all services and facilities will be provided by the public or commercial sectors. Some facilities at North West Cambridge will be best provided through the direct involvement of community groups, e.g. facilities for faith and public worship and associations including | Added in response to representation 3842 in order to provide clarity to the policy and recognise that not all services and facilities will be provided by the public or commercial sectors and some facilities may be best provided through direct involvement of | <p>Major</p> <ul style="list-style-type: none"> <li>▪ The “proposed change” should enable more community appropriate facilities provision</li> <li>▪ It should also encourage greater community participation, help foster a greater</li> </ul>  |

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|  | social and sporting clubs. In appropriate instances the development may be required to provide land for their provision. These would be any sporting club that provides facilities over and above that required by the Open Space and Recreation Standards.”   | community groups.  | sense of ownership of place and increase community interaction and inclusion<br><br>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.  |
| NW22: Public Art   | “a cost equal to 1%”   | Amended in response to representation 3480 to be consistent with other planning policy guidance and seek a cost equal to 1% of the construction cost of the development. | Major<br>7.2.1 X X X<br><br><ul style="list-style-type: none"> <li>▪ Change of wording restricts the opportunity to increase above 1% the percentage of the development costs to be used for public art</li> <li>▪ This eliminates the possibility to provide additional funding even if there is a consensus for greater funding</li> </ul>   |
| Policy NW24: Climate Change & Sustainable Design and Construction/Policy NW25: Renewable Energy/NW29: Water Conservation | Preferred Policy Option NW24: Climate Change & Sustainable Design and Construction<br><br><ol style="list-style-type: none"> <li>1. Development will be required to demonstrate that it has been designed to adapt to the predicted effects of climate change;</li> <li>2. Decentralised energy will be required at North West Cambridge, in the following order of priority:</li> <li>3. Combined Heat and Power (CHP), fuelled by renewable energy sources; <ol style="list-style-type: none"> <li>a. Gas fired CHP;</li> <li>b. District heating</li> </ol> </li> </ol> | Policies combined in response to representations 3719 and 3720 in order to provide greater clarity and certainty in the proposed approach to higher building standards.  | Major<br><br><ul style="list-style-type: none"> <li>▪ The proposed changes mainly adds additional detail and clarification to the original policies</li> <li>▪ Policy Option NW25’s rewording to CHP or district heating ‘preferably fuelled by renewable energy sources’ should more than compensate lack of on-site renewable energy stipulation through improved efficiencies. However, this change may limit scope for incorporating the most appropriate</li> </ul> |

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|  | <p>fuelled by renewable energy sources;</p> <p>c. Gas fired district heating scheme, with a strategy to upgrade this to renewably fuelled in the future.</p> <p>An option lower down the list can only be considered where the option(s) above it have been demonstrated not to be viable.</p> <p>All of the above options will need to meet the needs of a substantial proportion of the development, including a mix of uses.</p> <p>3. Residential development will be required to demonstrate that:</p> <p>d) All dwellings approved on or before 31st March 2013 will meet Code for Sustainable Homes Level 4 or higher, up to a maximum of 550 dwellings across the site. All dwellings above 550 will meet Code for Sustainable Homes Level 5 or higher;</p> <p>e) All dwellings approved on or after 1st April 2013 will meet Code for Sustainable Homes Level 5 or higher;</p> <p>f) Water conservation measures will be incorporated to reduce per capita water consumption by at least 30% compared to 2006 levels to meet Code Level 4, rising to a 47% reduction compared to 2006 levels to meet</p> | <p>Timescales amended in response to revisions to the housing trajectory.</p> <p>Amended in response to representation 3383 in order to acknowledge that the highest BREEAM standards should be sought and representation 3482 to acknowledge emerging proposals.</p> <p>Amended in response to 3483 as the Code for Sustainable Homes includes requirement for renewables.</p> | <p>technologies and could result in non-renewable fuel sources being used</p> <ul style="list-style-type: none"> <li>▪ CHP should be suitable for the proposed development, University use during the day with residential use in the evening</li> <li>▪ Guaranteed and sustainable fuel sources need to be confirmed early in planning to ensure security of supply</li> <li>▪ For non residential and student housing development, BREEAM excellent and a 20% reduction in predicted carbon emissions should deliver energy efficient and sustainable buildings</li> </ul> <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p> |
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|  | <p>Code Level 5; and<br/>                 g) There is no adverse impact on the water environment and biodiversity as a result of the implementation and management of water conservation measures.<br/>                 4. Non residential development and student housing will be required to demonstrate that:<br/>                 h) It will achieve a high degree of sustainable design and construction in line with BREEAM “excellent “ standards or the equivalent if this is replaced;<br/>                 i) It will reduce its predicted carbon emissions by at least 20% through the use of on-site renewable energy technologies only where a renewably fuelled decentralised system is shown not to be viable;<br/>                 j) It will incorporate water conservation measures including water saving devices, greywater and/or rainwater recycling in all buildings to significantly reduce potable water consumption; and<br/>                 k) There is no adverse impact on the water environment and biodiversity as a result of the implementation and management of water conservation measures.<br/>                 5. The above requirements are subject to wider viability</p> | <p>Requirement retained for non-residential.<br/>                 Amended in response to representation 3398 to clarify that water conservation measures will also be expected from non-residential development and student housing.</p> <p>Not in response to a representation but to provide clarity.</p> <p>Consequential change made to core and local output indicators table.</p> |  |
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|  | testing. |  |  |
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## Footprints

3.7.5 Two additional footprints were also proposed by consultees (one by Cambridge University<sup>15</sup> (Footprint (i)) and another by Mr. David Taylor (Footprint (ii)). Further to these additional footprints, the Councils carried out a final “health check” on the site boundary before submission testing it against the AAP objectives, and this proposed relatively modest amendments to the site footprint boundary in South Cambridgeshire, which increases the site area but retains a green foreground setting to Cambridge provided by the slope of land rising from the Washpit Brook. In order to ensure that the footprints were adequately and fairly considered, they were assessed in comparison with all the reasonable footprint options that were proposed in the Issues and Options Stage (found in full in Appendix VII). The summary of this assessment is presented below.

**Table 3.7: Additional footprint SA summary**

| Footprint (i)   | Footprint (ii)  | Footprint (iii)  |
|---|---|--|
| <p><b>Environmental</b></p> <p><b>Predominantly red:</b> This option is for a relatively large development, similar in scale to that of option 10.1 and the preferred option. The footprint is likely to result in an increased visual impact on the landscape from the M11 and the west. Its position, closer to the road could result in a rather ‘abrupt’ introduction to the city and the farmland retained between the development and the M11 viewed as simply an ‘urbanised landscape buffer’. There could be reduced visual impact to the south of the site when compared to the preferred option. However, this is likely to be relatively well screened from the wooded area. The extended development beyond the 20m contour and more extensive NW boundary are also likely to further impact on views to Girton and the city. The extended new development is likely to be particularly noticeable at night.</p> <p><b>Red:</b> This option would result in the severing of several hedgerows and the loss of</p> | <p><b>Environmental</b></p> <p><b>Predominantly light green:</b> This option would result in a slightly reduced development footprint and increased open space provision over the preferred option. This option achieves this with development concentrated to the south west, as in option 10.2 and increased development in the vicinity of the SSSI.</p> <p><b>Red:</b> The development to the south would result in significant impacts to ecological, historical and landscape features. The Green Belt Study 2006 “is in no doubt” that these fields should not be developed due to these reasons. This option would also block the ‘green corridor’ that runs along Madingley road into the centre of Cambridge.</p> <p><b>Dark green:</b> However, limiting development to the north and west should ensure ecological impacts, including impact on badgers and habitat areas in the north would be minimised. This option makes no provision of a buffer zone between the SSSI and development to the north,</p> | <p><b>Environmental</b></p> <p><b>Predominantly red:</b> This option would provide an increase of 3.9ha in the development area over the preferred option and in total is almost equal the area as proposed by the University (Footprint (i)). This relatively large land take is likely to have increased environmental and visual impacts over the preferred option. In particular, the new boundary will result in a more pronounced built visual landscape from the west when compared to the preferred option. The extended development beyond the 20m contour is also likely to further impact on views to Girton and the city. The extended new development is likely to be slightly more noticeable at night (although this should not be as great as the possible impacts from footprint i as the extent to the 20m contour is not as large).</p> <p><b>Red:</b> This option will increase resource demand and will result in more light, noise and air pollution. Increased areas of</p> |

<sup>15</sup> This was accompanied by a Sustainability Appraisal.



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| <p>historic field patterns, some considered to have particular heritage value. This would not occur with the preferred option due to the proposed development footprint following the field patterns of the site. This option will result in greater land take than the preferred option which will result in a greater loss of open space and areas of environmental, ecological and historical interest. This option would result in a reduced buffer zone around the SSSI however there will be a marginal improvement in terms of a provision of a green corridor to the south and west of the site. The increase in development over that proposed by the preferred option would likely result in the view to Girton College and the city being blocked.</p> <p><b>Orange:</b> This option proposes a reduced area of open space surrounding the SSSI which could increase impacts on this site from nearby development and development activity.</p> | <p>east and south of this area. This could result in adverse effects however this would be dependent on the type of development in the site's near vicinity. Overall, this proposal is likely to result in a significant reduction in visual obstruction from the west, only minor visual impact from the north west and increased impact from the south west. This reduced visual impact will require construction in south west that would have significant adverse impacts in terms of ecological and historic value.</p>  | <p>hard surfaces, in particular considering the extent of development beyond the 20m contour could have drainage/pollution impacts on Washpit Brook if not carefully managed (although this should not impact to the same extent as footprint i).</p> <p><b>Light green:</b> This option is likely to maintain the sense of large open space buffer zone between the development and the M11. The buffer zone around the SSSI and the green belt are unchanged from the preferred option and should help protect the SSSI from the impacts of the development. Maintaining this buffer will also add to a greater sense of open space within the development boundary.</p> |
| <p><b>Social</b></p> <p><b>Red/orange:</b> This option will result in reduced open space for recreation, both within the boundary of the proposal, including in the central open space, as well as available land between the development and the M11. The perception of open space is also likely to be considerably impaired. As above, the resulting decrease to only 100-200 metres between the development and the M11 is likely to result in simply a landscape buffer unlike the preferred option which should ensure greater access to and perception of open space to the west of the development.</p> <p><b>Light green:</b> A local centre will be</p>  | <p><b>Social</b></p> <p><b>Light/dark green:</b> This option will ensure that a large area of open space is maintained. Within the development envelope there will be reduced open space provision, particularly around the SSSI.</p> <p><b>Light green:</b> This option proposes a reduced development footprint compared to the preferred option and footprints (i and ii). A local centre is likely to be provided, however the quality and extent of services will depend on the final development plan.</p> <p><b>Dark green:</b> Affordable housing will be provided on site and a local centre is likely to be provided.</p> | <p><b>Social</b></p> <p><b>Orange:</b> This option will result in a decrease in open space provision to the south-west of the site between the development and the M11. Increased development beyond the 20m contour will impact visual amenity from the west.</p> <p><b>Light green:</b> Although there is an increase in development area towards the M11 the gentle landscape gradient at this point should help maintain the perception of open space between the development and the M11. Open space provision within the development boundary is maintained in line with the preferred option.</p> <p><b>Dark green:</b> The modest</p>                              |

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| <p>provided. As the site is relatively larger, it is likely to deliver increased services over the preferred option but proportionate to the needs of the site.</p> <p><b>Dark green:</b> Affordable housing will be provided on the site and a local centre will be provided. The extent and quality of services will depend on the final development plan.</p>   |  | <p>increase in development area should provide additional flexibility in terms of delivering the services and housing needs of the University. This proposed footprint should also enable the provision of a local centre and affordable housing.</p>   |
| <p><b>Economic</b></p> <p><b>Dark green:</b> This option would allow for the full development requirements of the University, including a local centre and a school, to be met. This option's footprint, larger than the preferred option, would enable additional development that could support further research facilities, housing and services and also deliver greater employment opportunities.</p> | <p><b>Economic</b></p> <p><b>Orange:</b> This option will result in a marginally reduced development opportunity for the University. At this stage it is not possible to ascertain to what extent development would be limited. It will provide some provision for development other than housing but less than the preferred option and footprints (i and iii).</p> | <p><b>Economic</b></p> <p><b>Dark green:</b> This footprint should result in the majority of the University's requirements to be met, with residential development within the University's dwelling range and is likely to provide options for greater economic gain than the preferred option. The extent to which economic gain can be maximised will depend upon the final land use mix.</p> |

## Conclusions

- 3.7.6 The proposed changes to the AAP are predominantly clarifications and rewordings and generally have only minor impact on the Plan. There are three proposed changes that are considered major and affect the outcome of the Plan. Two relate to Preferred Policy Option NW7: Balanced and Sustainable Communities and one to Preferred Policy Option NW22: Public Art.
- 3.7.7 The integration of student housing throughout the development should improve relations between people from different backgrounds and social groups and in particular, reduce the stigma often attached to students. Correspondingly, students will have greater opportunity to live within communities that include affordable housing which could help foster greater understanding and reduce social exclusion.
- 3.7.8 The proposed change to Policy Option NW22: Public Art is likely to negatively impact the level of investment in key community services and infrastructure. Appropriate public art, in particular when designed by or chosen by the local community can act as a focal point and help build a sense of ownership of place among people. Capping the potential investment value at 1%, although consistent with other planning policy guidance, excludes the opportunity for additional funding even if unanimously approved.
- 3.7.9 The three alternative site footprints proposed differ significantly in terms of development area. Footprint (i) would require a relatively large increase in land take relative to the

preferred option whereas Footprint (ii) would result in marginally less development area. Footprint (iii) delivers a compromise between the preferred option and the University's proposal, Footprint (i).

- 3.7.10 Footprint (i) would enable the full development requirements of the University to be met. The increased development provision however, would result in reduced open space both within the development envelope and south-westwards towards the M11. Relative to the preferred option, this footprint is likely to increase significantly the development's visual impact from the west.
- 3.7.11 The alternative site Footprint (ii) would significantly reduce the visual impact of the development from the west and south-west as well as partially from the north-west. The proposed footprint is unlikely to meet the development needs of the university and the reduced visual impact would be to the detriment of open space provision within the development, including a buffer zone around the SSSI. It would also result in the loss of ecological, historical and landscape features to the south of the site.
- 3.7.12 Footprint (iii) represents a refinement of the preferred option. The additional footprint area should help deliver the majority of the University's development requirements yet maintain the perception of significant open space provision between the development and the M11. The increased development footprint in general terms beyond the 20 and 18m contours will result in a noticeable increase in visual impact from the west, in particular it is likely to further impact on views to Girton and the city compared with the preferred option.
- 3.7.13 In terms of delivering adequate development without significantly impacting areas of high ecological, historic or landscape value, the refined preferred option is likely to deliver the required levels of economic development and social infrastructure whilst minimising the development's overall environmental impact.

## 3.8 Cumulative Impacts

- 3.8.1 It is a requirement of the SEA Directive (Annex 1 (f)) to assess the cumulative impacts of the plan<sup>16</sup>. In order to assess the cumulative impacts, Scott Wilson looked at the impacts of the AAP as a whole, across all the policies, and then looked at the AAP in combination with other projects proposed in close proximity to the site such as the NIAB site which lies in the sector between Huntingdon Road and Histon Road and will border the development site on its north eastern edge. Note that there were no alterations to the cumulative effects as a result of changes arising from Regulation 26 consultations.
- 3.8.2 The scope of impacts was then increased to look at the possible impacts that could occur in the context of Cambridge City, and then the East of England Region. Table 3.8 illustrates the findings of the cumulative impact assessment.

**Table 3.8: Cumulative Effects Summary**

| Cumulative Effect   | Mitigation / recommendation  |
|---|--|
| <b>North West Cambridge Scale</b>   |  |
| Future urbanisation to the Northeast of Huntingdon Rd, as a result of the 'NIAB' development, could lead to pressure for incremental developments into the open space to its west. This could devalue the strategic gap proposed by the Northwest Cambridge AAP. This could feasibly lead to pressure for incremental development within the strategic gap and the loss of many of its functions. | The functions and role of the strategic gap should be planned for in conjunction with plans for the open space north of Huntingdon Rd. It is also important that this strategic gap is given stringent protection against development, as well as being designed and maintained to a high quality, thereby ensuring that it remains a valued resource into the future. Policy <b>NW4</b> provides protection for the gap in the lifetime of the AAP. This will need to retain Green Belt status for future protection. |

<sup>16</sup> This includes synergistic and secondary effects under this definition.

|   |   |
|---|---|
| <p>In terms of the population, as well as the social and employment mix, of North West Cambridge it is important to consider the proposed development in combination with the University West development adjacent to the south, the proposed NIAB development adjacent to the north and the science and business park further to the northeast.</p> <p>The NIAB development will greatly increase the number of residents in this section of North West Cambridge. The AAP and the NIAB development are likely to have a significantly different social mix, as a result of a focus on market housing at the NIAB site. This will also contain a significant proportion of affordable housing that will be available to all sections of the population rather than only University staff. However, there are likely to be significant flows of people between these two sites.</p> <p>The AAP should add to the diversity of employment types in North West Cambridge. Policies <b>NW8</b> and <b>NW9</b> should result in a range of employment opportunities for residents of North West Cambridge that should be accessible by sustainable means of transport. Similarly, residents of the new development should be well placed to access jobs in North West Cambridge, and the City as a whole, by sustainable means.</p> | <p>It will be important to consider this combined demand when planning the development of the local centre and the provision of infrastructure, services and facilities. Although such facilities will be provided for use on site it is almost certain that there will be other of site users, particularly existing residents, future residents of the NIAB site and users of the proposed route linking Maddingley Road and Huntingdon Road.</p> |
| <p>The proposed road linking Maddingley Road and Huntingdon Road should be supportive of increasing sustainable access to a range of work opportunities appropriate to the skills and aspirations of North West Cambridge residents. It should also allow residents to access a range of services and facilities.</p>   | <p>No mitigation required.</p>  |
| <p>It will be important to consider the energy needs of the NIAB development.</p>   | <p>Should a combined district heating scheme be technically possible, the economies of scale could increase its feasibility.</p>  |

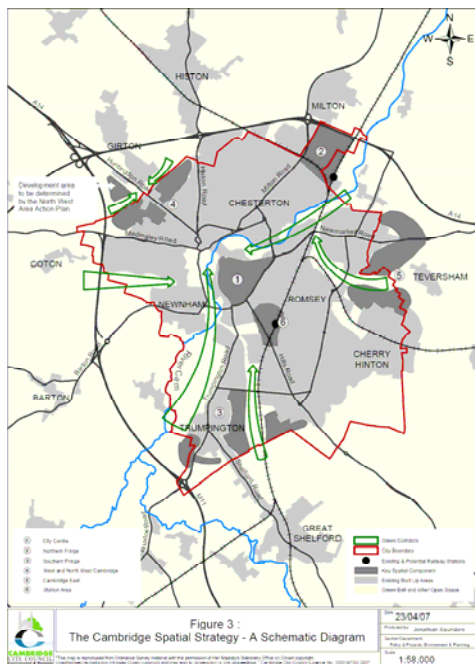
|   |   |
|---|---|
| <p>It is felt that the sustainable design measures that are proposed to increase energy and water efficiency, alongside policy that promotes micro-generation and Sustainable Urban Drainage Systems, should benefit the image of North West Cambridge. This image, as an area of applied forward thinking and innovation, should be conducive with attracting investment to the research and high technology businesses in the area.</p>   | <p>No mitigation required.</p>  |
| <p>It will be important to consider how any sustainable drainage system (SuDS) on the AAP site can be integrated with the characteristics of the catchment at the scale of North West Cambridge. Features such as ponds or swales can provide areas for flood risk reduction beyond the site itself.</p> <p>It is important to highlight that cumulative increases in surface water run-off may result from development (and therefore decreased ground permeability) around the AAP site as well as on the site itself.</p> <p>There are likely to be particular risks to the water environment associated with the construction phase of development. These risks are likely to increase if there is other construction in the immediate catchment going on simultaneously.</p> | <p>SuDS should be in place and functional at the construction phase of development. This could be included in the supporting text of <b>NW25</b> and <b>NW28</b>.</p> <p>Policy <b>NW25</b> seeks to maximise opportunities for the wider benefits of SuDS features, such as decreasing habitat fragmentation and increasing access to wildlife habitat. However, by requiring development to consider the wider water and wetland environment there may be greater opportunities to achieve enhancement of biodiversity. There are number of other small watercourses and water bodies in North West Cambridge, and it may be possible to link the SuDS with these, in terms of access and ecological connectivity. Although there is no identifiable green corridor running from the North West of the city to the centre of Cambridge (the confluence of several other green corridors), possibilities for ecological connectivity in this direction should nonetheless be promoted (see also comments regarding cumulative effects at the East of England scale).</p> |

|   |   |
|---|---|
| <p>If construction periods on the AAP and NIAB site were to overlap there could be a number of negative cumulative effects relating to noise, visual effects, air quality and construction traffic amongst others.</p> <p>Policy <b>NW30</b> promotes the phasing of development on the AAP site. It is important that decisions on phasing take account of other development occurring in North West Cambridge, particularly the NIAB development. The negative impacts experienced by local residents as a result of living near to a construction site could be amplified by simultaneous construction of the NIAB site.</p> | <p>Ideally there could be a joint code of construction between development sites that seeks to reduce potential cumulative impacts in the area.</p> <p>Vehicle movements to the two sites will also have to be considered in combination. If the cumulative effects are deemed to be significant then other routes / site access points will have to be given consideration.</p> <p>Phasing of the development (policy <b>NW30</b>) could also be used to mitigate for any effects. It is recommended that before the AAP is submitted for inspection these issues are considered and reflected in policy if required. It will be important to make use of phasing, at both sites, to increase the distance between the construction that is ongoing at any one time on both sites.</p> |
| <p><b>Cambridge City Scale</b></p>  |   |
| <p>The focus on key worker housing in the proposed AAP is seen as a positive cumulative effect in terms of ensuring that the proposed development integrates well with Cambridge as a whole. If the proposed housing was more market led it is likely that there would be a greater proportion of people commuting out of Cambridge. The proximity to the major trunk road network would facilitate this. It is likely that the focus on affordable housing for those people who will work on site will mitigate, to a degree, increased car use at the sub-regional scale.</p>   | <p>No mitigation required.</p>  |

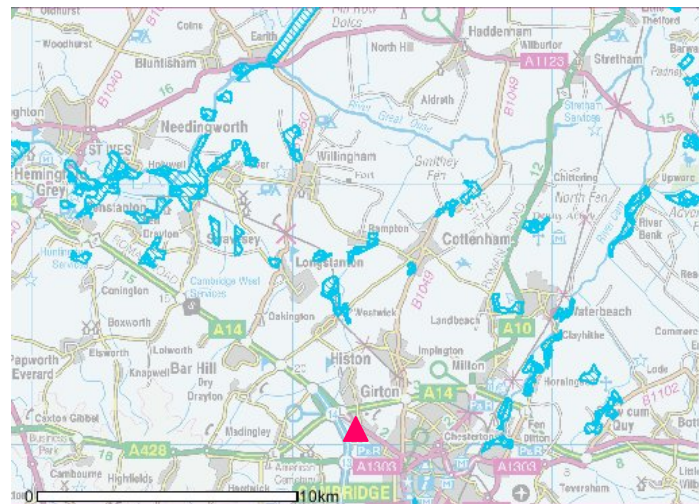
|  |   |
|--|---|
| <p>There are concerns that, considering the pattern of other residential and employment development in Western Cambridge, the proposed link road could lead to some unsustainable effects. There is clear potential for the link road passing through the site to be used as a through route by vehicles seeking to reach residential or employment areas. The effect of this could be to increase the feeling of the road being a physical barrier that splits the North and South of the site. Policy <b>NW14</b> does seek to minimise impacts and promote sustainable modes of transport along this route but this may not alone be able to suppress traffic movement along this route.</p>  | <p>It will be important to consider restricting access to the private car, and/or implementing stringent traffic calming / traffic deterring measures. Policies <b>NW11</b>, <b>NW16</b>, <b>NW17</b> and <b>NW18</b> should help towards achieving this. Furthermore, citywide planning could help to mitigate by restricting certain traffic movements. This however is outside of the scope of this assessment.</p>  |
| <p>Policy <b>NW26</b> seeks to ensure that there is adequate foul water drainage to cope with rate of new development on site.</p>   | <p>It will be important to consider the effects of other new development that will also be making use of water treatment capacity in Cambridge.</p>   |
| <p><b>East of England Scale</b></p>  |   |
| <p>Peterborough is identified by the Secretary of State's Proposed Changes to the East of England Regional Spatial Strategy (2006) as a regionally strategic employment location that will see growth in a number of key sectors and clusters. It is possible that the AAP development will be seen as attractive location to live for workers in Peterborough that can commute by using the A14/A1(M). Although there are direct trains from Cambridge to Peterborough the train station is not sufficiently close enough to provide an attractive alternative to the private car.</p> <p>Similarly, Harlow is likely to see considerable employment growth related to the expansion of Stansted Airport. Again, both Harlow and the airport itself are highly accessible from the AAP site by private car, with little option to make use of sustainable modes of transport.</p> <p>The Secretary of State's Proposed Changes to the East of England Regional Spatial Strategy (2006) states that the Cambridge area and the London / Stevenage / Peterborough corridor are likely to come</p> | <p>Access to the existing train station and the proposed train station at Chesterton Sidings should be promoted. However, it is unlikely that this will provide an attractive alternative to use of the private car to reach destinations in the Western Arc of Cambridge. The only clear option for mitigating increased traffic on the trunk road network as a result of the AAP is to promote a culture of low car dependency amongst residents. Policy <b>NW11</b> seeks to promote this, however promoting car free development would mitigate this further.</p> |



|   |   |
|---|---|
| <p>under increasing transport pressure as a result of underlying traffic growth and the development strategy of the RSS. Development on this side of Cambridge is likely to be conducive with this traffic growth.</p>                |   |
| <p>A well designed SuDS could be effective in contributing to wetland ecological connectivity at the sub-regional scale.</p>  | <p>There is currently no strategic green corridor entering Cambridge from the Northwest (see Figure 3.2). However, Figure 3.3 suggests that Washpit Brook, or Beck Brook as it becomes north of Girton, is potentially very well connected to the network of floodplain grazing marsh BAP habitat at the regional scale. Along Beck Brook to the north are 3 patches of floodplain grazing marsh. It then meets the River Great Ouse approximately 9.5 km north of Girton, and so can be said to have a degree of ecological connectivity to the wider Cambridgeshire Fens. Also, there are a number patches to the northwest of Girton which then meet with more extensive areas of floodplain grazing marsh associated with the reservoirs around St. Ives.</p> <p>As a result of the above consideration of existing wetland ecological networks at the sub-regional scale it is thought that there should be an increased focus on the ecological permeability of the Washpit Brook corridor, particularly to wetland species. A key aim should be to achieve a degree of ecological connectivity with the River Cam. The SuDS, if suitably designed, can play an important role in increasing ecological permeability.</p> |
| <p>East of England already has strained water resources. Due to the strategic nature of this shortage the cumulative impacts of the development on water use in the Cambridge and south Cambridgeshire areas should be considered</p> | <p>This site exists within a wider development area and as such the LDF and other plans need to address the issue of sustainable water consumption at a strategic level.</p>  |



**Figure 3.2: The Cambridge Spatial Strategy, showing strategic Green Corridors**



**Figure 3.3: Floodplain Grazing Marsh BAP habitat to the north and northeast of Cambridge**

### 3.9 Summary of the effects of the plan

3.9.1 The following section discusses the likely sustainability effects of the implementation of the AAP. The assessment has identified that broadly speaking the AAP will provide a suitable and sustainable framework for the development of the North West Cambridge site. In real terms the site will provide additional housing and employment for Cambridge University in particular and also the wider Cambridge area and as such will result in unavoidable increased demand on resources and facilities. However, the AAP provides a framework to minimise and reduce the effects associated with these demands. The assessment also identified that a number of adverse effects could occur during site construction. However, these effects are limited to the construction period and are discussed elsewhere in this document.

#### Social effects

3.9.2 It is considered that the most significant effect of the AAP will be to provide a large proportion (50%) of affordable housing. The provision of key worker housing has been identified as a distinct area of need and is required to support the functions of the University. This is essential as the University is integral to the functions of the whole of the city. It is considered that this AAP will provide a means to make a substantial contribution to meeting this need.

- 3.9.3 In addition the site will provide market housing and student accommodation, which will help to fulfil some of the demands for provision in these housing sectors. The provision of market housing is essential to ensure that the site is attractive for development in order to achieve the required provision of affordable housing.
- 3.9.4 The requirement for the construction of a local centre with diverse uses will help to provide for the overall increased demand for such facilities. Furthermore the centre will help to encourage community cohesion, and provide a focus for mixing between new and existing residents in this part of the city.
- 3.9.5 It is considered that the AAP will increase the volume of travel movements. The proposals for transportation included in the AAP will help to maximise opportunities for residents and employees to use public transport, walking and cycling as a means to undertake these movements. It is considered that providing key worker housing and employment on the same site will help to ensure that walking and cycling are attractive means of commuting.
- 3.9.6 The proposal for the construction of a new north-south route through the site has the potential to effect traffic movements within this area of the city. The AAP does however incorporate preferential measures for public transport and cycling that will help to mitigate and suppress use by high levels of motor vehicles. The route will also help to provide connectivity with the rest of Cambridge. This is important to incorporate this development as a functioning part of the city.

### **Economic effects**

- 3.9.7 The site will provide employment uses within the high technology and specialist research sectors. This will help to support the reputation of Cambridge as a centre for these industries, thus supporting existing business by creating an atmosphere in which further investment and employment can thrive.
- 3.9.8 The local centre will also help to provide diversity in employment opportunities and will play an important role in supporting the larger employment uses as well as the residential element of the development.

### **Environmental effects**

- 3.9.9 As previously stated the development is likely to increase the volume of vehicle trips within this part of the city. This will increase the volume of associated pollutants. However, short of providing car free development the AAP does incorporate a range of measures (travel plans, car sharing schemes etc) that will help to suppress potential traffic volumes. The AAP also incorporates a number of opportunities for use of public transport, cycling and walking.
- 3.9.10 The assessment indicates some uncertainty surrounding the effects on travel movements as a result of the proposed Madingley Road to Huntingdon Road Link. It is

possible that this could alter patterns of transport in the city and therefore may have environmental effects that at this stage cannot be clearly defined.

- 3.9.11 It is considered that the proposals contained within the AAP will alter the current character of the site. As an agricultural site this is unavoidable. The proposals for design codes will contribute towards providing a high quality of design. It is considered that it is likely that a new, but high quality character can be provided on the site. However, it is important that good design is extended to incorporate requirements for lighting and street furnishing to mitigate for features that could affect this character.
- 3.9.12 The protection of the strategic gap is also important to help create a high quality of character across the site. Furthermore this will offer opportunities for the provision of open space and leisure. The policy and text within the AAP also promote functions for enhancing biodiversity and reducing flood risk within the strategic gap. Development will increase the amount of impermeable surfaces and will effect how water drains from the site. Thus incorporating SuDS measures in the strategic gap will help to mitigate for flood risk. However it is considered important that when planning for these uses connectivity with the wider water catchment and sites for biodiversity is a key consideration.
- 3.9.13 The assessment also indicates that the AAP can be effective in promoting the incorporation of sustainability considerations into the design of new building. Furthermore, the AAP includes policy for the provision of on site renewable energy technology and measures to suppress increasing demands on water resources. It is considered that these measures are essential to ensure the long term sustainability of the site.

### Trade-offs

- 3.9.14 Clearly there are ranges of effects of the plan on sustainability that will need to be considered. It is important to recognise that there will be trade-offs and to identify what they are in order for the effects of the plan to be considered overall. At this stage it is not possible to quantify any of the findings, but it is possible to come to some, more general, conclusions. Firstly, there will be clear social gains, including provision of affordable key worker housing and market housing, in addition to student accommodation, secondly there will be a certain amount of economic benefit through the provision of research facilities for the University and local centre. The design of these elements of the built environment, through the policies in this AAP should be sustainable compared against the conventional standards. Thirdly, there will without doubt be negative environmental effects through the development of this site. It is recognised that this unavoidable as any new development will increase the consumption of natural resources such as energy and water almost regardless of the level of sustainable design and construction aimed for. Allied to this is the existing water situation in the East of England which makes water consumption a very significant issue. Additional impacts may include possible deterioration in air quality through additional

traffic. The AAP goes a significant way towards mitigating these effects however it is limited in terms of its scope to affect change at this level.

- 3.9.15 Full mitigation of all the environmental impacts would be beyond the scope of this plan. Instead the Councils are advised to integrate water saving and energy minimisation policies at the highest level, and to engage with the regional planning bodies and utilities to ensure that developments such as that proposed for NW Cambridge can be sustainable at the strategic level and within the environmental limits of the region.

## 3.10 Mitigation

The SEA Directive requires '*the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme*' to be included in the environmental report.

**Annex 1g, the SEA Directive**

The Guidance applies the SEA Directive requirements, stating that '*the SA Report must include measures to prevent, reduce or offset significant adverse effects of implementing the DPD*'.

**Section 4.3.19, Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, DCLG, 2005**

- 3.10.1 As part of the assessment proposals for mitigation have been suggested and can be viewed in section 3.5 of this report. Mitigation had been included in the form of recommendations for alteration to the wording of the AAP and for additional elements for inclusion.
- 3.10.2 The recommendations were made available to Council officers for comment and response and these are summarised in Table 3.9 below.

**Table 3.9: SA Recommendations and Council response**

| Policy Reference Number | SA Recommendations  | Councils' Response  | Policy amended? |
|-------------------------|---|---|-----------------|
| NW1                     | None Proposed   | N/A   | N/A             |
| NW2                     | The main area for change is in strengthening some of the principles already in place, and adding slight amendments to other Development Principles: |   |                 |
|                         | Long-term protection of the Greenbelt should be included  | Disagree. This is covered by national planning guidance.  | No              |
|                         | The biodiversity of the site needs to be appraised ASAP.  | Noted   | No              |
|                         | Principle 3 or 4 should be amended to include light and light pollution   | Already covered by <b>NW2</b> part 3 K, L, & N and paragraph 2.8 although <b>NW2</b> part 4 has been strengthened to include a specific reference lighting. | Yes             |

|      |  |   |  |
|------|--|---|--|
|      | Principle 2 (j) should be amended to “Provide integrated refuse and recycling facilities <i>and reduce the amount of waste produced through good design.</i> ”   | Agree.  | Yes  |
|      | Principle 2 (f) should be amended to say “Enhance and <u>protect</u> the biodiversity...”  | Agree in principle.   | Yes although recommended wording not used. |
|      | Principle 3 (n) should be amended to say “On biodiversity, <u>protected species</u> , archaeological...”   | Disagree. Planning permission will not be granted where the proposed developed or associated mitigation measures would have an unacceptable adverse impact on biodiversity etc. Biodiversity is an all-embracing term therefore any adverse impact on protected species would be considered as the policy stands. | No   |
| NW3  | None proposed  | N/A   | N/A  |
| NW4  | Policy should be reworded to read: “to ensure separation is maintained between Cambridge and Girton village and to provide a central open space for <u>biodiversity, landscape</u> , recreation and amenity, whilst ensuring a cohesive and sustainable form of development. | Agree in principle.   | Yes although recommended wording not used. |
| NW5  | None proposed  | N/A   | N/A  |
| NW6  | None proposed  | N/A   | N/A  |
| NW7  | Background paragraph 4.9 should be amended to clarify the University’s position on ‘car free’, and in particular their policy for this site.   | Disagree as this is adequately covered in paragraph 6.21.   | No   |
| NW8  | None proposed  | N/A   | N/A  |
| NW9  | Local employees accessing their place of work by sustainable means of transport is of strategic importance.  | Noted.  | No   |
| NW10 | None proposed  | N/A   | N/A  |

|      |   |  |     |
|------|---|--|-----|
| NW11 | The Policy as it stands sets a high level of modal split. This should, dependant on implementation be set at a higher level and this should be considered this is with particular reference to the 37% modal split highlighted in the supporting text.                                  | This is to allow for consistency with the Cambridge East Area Action Plan and allow for any over estimate of the potential modal split.            | No  |
|      | Car free should apply to the market housing and University buildings in addition to the 'essentially car free' University accommodation. This is recommended as the most sustainable option.  | Noted. The policy advocates reducing the need to travel as much as possible but in this out of centre location it cannot be 100% car free.         | No  |
| NW12 | Traffic assessments may be necessary as part of the development proposal <u>must</u> include consideration of whether the scheme could induce new traffic movements.  | Noted. The transport assessment would take this into consideration and therefore it does not need to be covered in the policy.                     | No  |
| NW13 | It will be at the detail level that it will be possible to gauge the true level and type of impact on landscape character, and furthermore to ascertain the impacts of light, noise and air pollution. Therefore any application should consider Landscape Impacts as part of its scope | Noted. Policy <b>NW2</b> covers such general principles.   | No  |
| NW14 | None proposed   | N/A  | N/A |
| NW15 | None proposed   | N/A  | N/A |
| NW16 | None proposed   | N/A  | N/A |
| NW17 | None proposed   | N/A  | N/A |
| NW18 | None proposed   | N/A  | N/A |
| NW19 | The policy should be expanded to promote car free development for <u>all</u> of the land uses designated on the site. This is recommended as the most sustainable option.   | Noted. Policy <b>NW11</b> advocates reducing the need to travel as much as possible but in this out of centre location it cannot be 100% car free. | No  |



|      |  |                     |  |
|------|--|---------------------|--|
| NW20 | Part 1 of the policy has no mention of ensuring high quality services and facilities. Suggest rewording thus:<br>“The development will provide an appropriate <u>high quality</u> level and type of services and facilities in suitable locations ...”   | Agree in principle. | Yes although recommended wording not used. |
|      | Part 2 of the Policy should be reworded to make clearer what it is hoping to achieve. Suggest the addition of an e.g.:<br>“Where appropriate, those services and facilities delivered by the community or voluntary sector (e.g. faith facilities) will be provided through...”                              | Agree in principle. | Yes although recommended wording not used. |
| NW21 | There were no negative impacts identified by the assessment. One recommendation is that, although the Policy promotes public transport access, it will be important to ensure that this enables access to the centre for all elements of the community. This should be mitigated through <b>NW2</b> (1 (b)). | Noted.              | No   |
| NW22 | Most detailed mitigation for this policy should be implemented through the Masterplan. Recommend that the policy or policy background include integration of public engagement requirements.   | Agree.              | Yes – supporting text amended.             |
| NW23 | The supporting text paragraph 8.1 should be amended to, “many open space <u>uses</u> are not mutually exclusive”.  | Agree.              | Yes  |
|      | The policy background text should be amended to promote a strategic approach to locating all open and green space encouraging the use of pedestrian and cycle routes   | Noted.              | No   |

|      |  |  |     |
|------|--|--|-----|
| NW24 | The policy should be rephrased to ensure the highest possible standards are aspired to, unless it can be proven that they are not reasonable for technological, economical or environmental reasons.   | Agree.   | Yes |
|      | There should be a clearer distinction between the CSH and BREEAM standards. CSH applies to residential development, taking over from EcoHomes whereas BREEAM will apply to all other developments. This split needs to be distinct and clear.  | Agree.   | Yes |
|      | To avoid confusion between climate change mitigation (reduction in CO <sub>2</sub> ) and adaptation (flood defences) the last sentence of paragraph 9.1. should be amended to read:<br><i>“North West Cambridge will need to play its part in helping to reach this goal, balancing the overall increased emissions due to the scale of the development, with the opportunities that new development offers for reducing carbon emissions, through such measures as sustainable design and the provision of decentralised and renewable energy sources.”</i> | Agree.   | Yes |
|      | The supporting text makes an important link between adapting to future increased temperatures, but at the same time reducing emissions, therefore also acting to mitigate climate change. However, it is thought that ‘air conditioning’ or ‘active cooling systems’ could be substituted for ‘active heating and cooling systems’, in order to add to clarity.  | Disagree as the supporting text refers only to climate change and both heating and cooling systems contribute to this. | No  |
|      | This Policy refers to sustainable design, but could also be used to promote sustainable construction. Amend Part B to read<br><i>“...sustainable design <u>and construction</u> in line with...”</i>   | Agree.   | Yes |

|  |  |   |  |
|--|--|---|--|
| NW25<br>NW24 in the<br>Submission<br>Draft | The compatibility with the requirements for levels of the CSH needs to be checked. Also, as with the previous Policy, a clear distinction between residential and other uses, and their respective requirements needs to be made.  | Disagree as this sets a minimum standard for the development as a whole.  | No   |
|  | Part 1 of the Policy recognises that some developments will not be able to feasibly meet the 20% on-site renewables requirement. In order to ensure that all development results in carbon reduction benefits it is suggested that Part 1 of the Policy be extended to state that: Where a development can demonstrate that generating on-site renewables is not viable, then there is a requirement to demonstrate how a similar reduction in carbon emissions will be achieved through energy conservation (in addition to energy conservation required through any other Policy). | Disagree as energy conservation is already required under policy <b>NW24</b> and will still be a requirement if policy <b>NW25</b> cannot be met. | No   |
|  | There needs to be a clearer hierarchy in Part two of the policy, as CHP can be fuelled by biofuels, just as a DHS. A possible hierarchy could be:<br><ul style="list-style-type: none"> <li>CHP fuelled by biomass</li> <li>CHP fuelled by gas</li> <li>District heating fuelled by biomass</li> <li>District heating fuelled by gas</li> </ul>  | Agree in principle.   | Yes although recommended wording not used and added to the supporting text rather than policy. |
|  | It is also recommended that priority be made for energy demand reduction first, then renewable technology second, as reduction of energy demand is higher up the energy hierarchy and will result in lower overall GHG emissions.  | Disagree as both go hand in hand.   | No   |

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| NW26<br>NW25 in the<br>Submission<br>Draft | Part 2 of the Policy should be reworded to increase clarity. It could be stated that:<br>“The SuDS will seek to hold water on the site, ensuring that it is released to surrounding water courses at an equal, or slower, rate than is the case prior to development.”   | Agree.   | Yes  |
|  | In order to increase clarity, Part 4 of the Policy could be reworded to state that:<br>“Any surface water drainage scheme will need to be capable of reducing the down stream flood risk associated with storm events as well as normal rainfall events under future climate change scenarios.”  | Agree in principle.  | Yes although recommended wording not used. |
| NW27<br>NW26 in the<br>Submission<br>Draft | It could be beneficial to refer to integrated approaches to the treatment of wastewater that include grey water recycling as part of sustainable design and construction (promoted by Policy <b>NW24</b> ).  | Noted. This policy already forms parts of an integrated water strategy for North West Cambridge. | No   |
| NW28<br>NW27 in the<br>Submission<br>Draft | Part 2 of the Policy could be reworded to add to clarity. This could read:<br>“No development shall commence until the written agreement of the local planning authorities has been secured <u>stating</u> that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity. | Agree.   | Yes  |
|  | Reference should be made to the type of monitoring, such as ecological/biological/hydrological conditions into the future to ensure that good conditions are being maintained.   | Disagree as this will form part of the written agreement.  | No   |

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|--|--|--|-----|
| NW29<br>NW24 in the<br>Submission<br>Draft | This Policy should be internally coherent with Policy <b>NW24</b> and the Code for Sustainable Homes in terms of standards and timescale.  | This is already the case as the percentages are based on the Code for Sustainable Homes (as compared to the 2005/06 industry standard) | No  |
|  | The supporting text refers to water conservation measures reducing 'the overall demand for water'. This is not strictly true as the development will in fact increase overall demand for water in what is already a water stressed region. The Policy should aim to reduce <u>per capita</u> demand for water. | Agree  | Yes |
|  | Paragraph 2 of the supporting text refers to 'improving the efficiency of water supply'. This should be changed to 'water use'.  | Agree  | Yes |
|  | The final sentence of paragraph 9.18 should read 'adverse affect on biodiversity, or the wider water environment, in accordance with the Water Framework Directive'.   | Agree  | Yes |
| NW30<br>NW28 in the<br>Submission<br>Draft | The Policy should include a requirement for all construction traffic to use the most effect and sustainable access to the site.  | This is covered in the supporting text to the policy – paragraph 10.5.   | No  |
| NW31<br>NW29 in the<br>Submission<br>Draft | The Policy should make explicit the requirement to link providing high quality habitat (including the planting of trees of local genetic stock) that is strategically located in order to reduce habitat fragmentation with improving the quality of open space and green space.                               | Noted.   | No  |
| NW32<br>NW30 in the<br>Submission<br>Draft | Reference should be made to the strategic aim of phasing and to the nature of receptors exposed to impacts during the construction of the development (i.e. current and future residents).   | This is covered by the Policy <b>NW30</b> and the supporting text – paragraph 10.4.  | No  |
| NW33<br>NW31 in the<br>Submission<br>Draft | To ensure the comprehensiveness of the list of types of infrastructure for which contributions will be sought 'energy infrastructure' could be added to the list in paragraph 10.13  | Agree.   | Yes |

## 3.11 B5: Monitoring

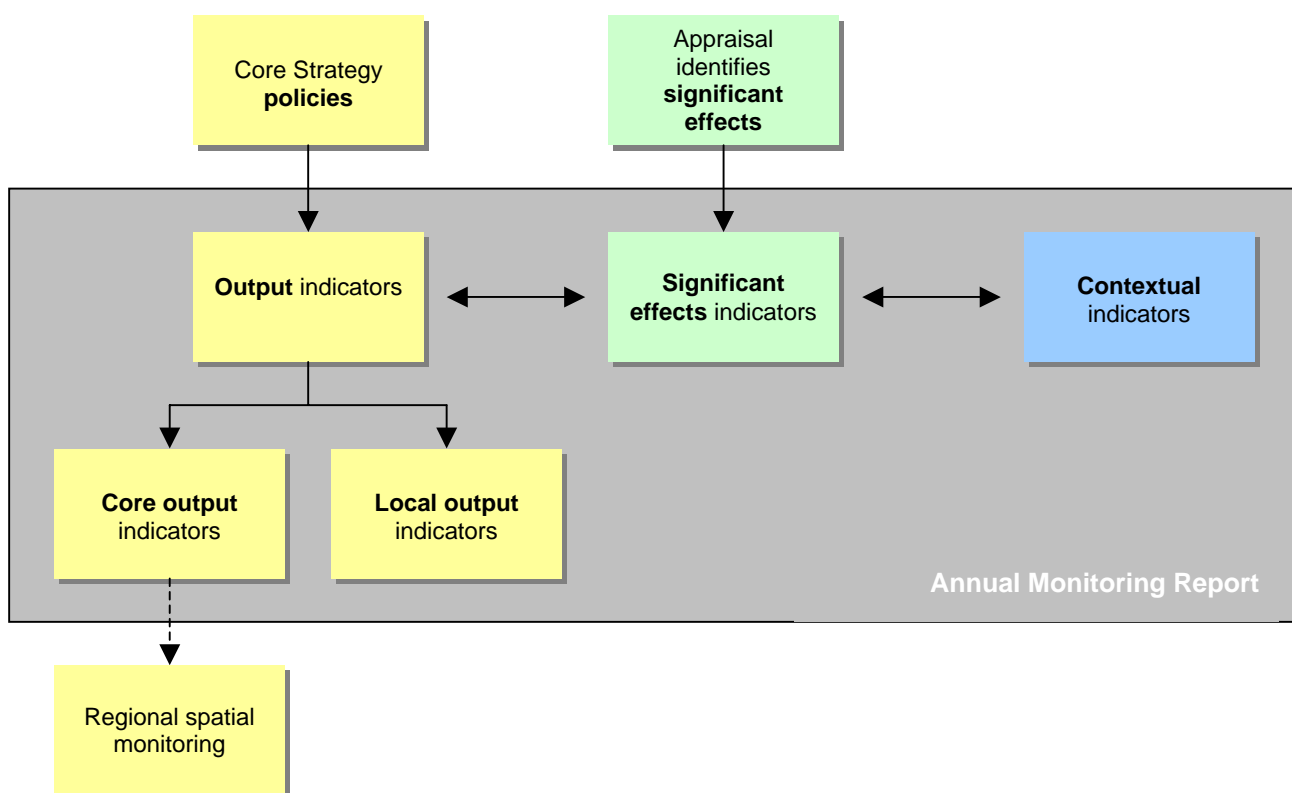
The SEA Directive states that *'member States shall monitor the significant environmental effects of the implementation of plans and programmes'*.

Article 10, the SEA Directive

*'Monitoring allows the actual significant effects of implementation of the DPD to be tested against those predicted in the SA'*.

Section 3.3.22, Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, DCLG, 2005

- 3.11.1 The SEA Directive includes a specific requirement for monitoring the significant environmental effects of plans and programmes and the Environmental Report (incorporated within this report) should include a description of the measures envisaged for monitoring the plan. Furthermore, under the Planning and Compulsory Purchase Act 2004, every local planning authority must prepare an **Annual Monitoring Report (AMR)** setting out, amongst other things, the extent to which the policies set out in the DPDs and SPDs are being achieved.
- 3.11.2 In relation to monitoring, the Government has published Local Development Framework Monitoring: A Good Practice Guide. This proposes three types of indicators for monitoring development frameworks (see Figure 3.4):
- Contextual indicators – for monitoring the wider background against which the plan operates
  - Output indicators – for monitoring plan policies
  - Significant effects indicators – for monitoring important effects identified by the SA
- 3.11.3 The significant effect indicators identified in light of the SA process should be monitored as part of the AMR process, which monitors the performance of the plan.



**Figure 3.4: Local Development Framework monitoring**

### Contextual indicators

3.11.4 The purpose of **contextual indicators** is to provide a backdrop against which to consider the effects of the plan. Government guidance suggests that contextual indicators should be drawn from existing sources and structured so as to establish the economic, social and environmental baseline position in the area. The Government has identified six broad issues to guide authorities’ choices of contextual indicators – see Box 3.1. The Council will select a series of contextual indicators for inclusion in the AMR.

**Box 3.1: Key topics for contextual indicators**

**Demographic structure:** population size, household types, ethnic composition, and social groups

**Socio-cultural issues:** crime rates, unemployment level and deprivation

**Economy:** economic activity rates, household income, house price level, productivity and employment

**Environment:** key assets in the natural environment

**Housing and built environment:** housing stock conditions and quality and assets of the built environment

**Transport and spatial connectivity:** transport accessibility, regional hub, spatial inequality / uneven

## Output indicators

3.11.5 The main purpose of output indicators is to measure quantifiable physical activities that are directly related to, and are a consequence of, the implementation of planning policies. There are two types of output indicator: Core Output Indicators and Local Output Indicators. Core Output Indicators – see Table 3.10 – must be monitored by all local planning authorities while Local Output Indicators should address the outputs of policy not covered by the Core Output Indicators – Box 3.2 provides examples of these. The Council will select a series of Local Output Indicators for inclusion in the AMR.

**Table 3.10: Core Output Indicators<sup>17</sup>**

| Business development  |
|---|
| 1a Amount of floorspace developed for employment by type  |
| 1b Amount of floorspace developed for employment by type, in employment or regeneration areas   |
| 1c Amount of floorspace by employment type, which is on previously developed land   |
| 1d Employment land available by type  |
| 1e Losses of employment land in employment / regeneration areas and local authority area.   |
| 1f Amount of employment land lost to residential development  |
| Housing   |
| 2a Housing trajectory showing:<br>net additional dwellings over the previous five year period or since the start of the relevant development plan document period, whichever is the longer;<br>net additional dwellings for the current year;<br>projected net additional dwellings up to the end of the relevant development plan document period or over a ten year period from its adoption, whichever is the longer;<br>the annual net additional dwelling requirement; and<br>annual average number of net additional dwellings needed to meet overall housing requirements, having regard to previous year's performance. |
| 2b Percentage of new and converted dwellings on previously developed land   |
| 2c Percentage of new dwellings completed at:<br>less than 30 dwellings per hectare;<br>between 30 and 50 dwellings per hectare; and<br>above 50 dwellings per hectare.  |
| 2d Affordable housing completions   |
| Transport   |
| 3a Amount of completed non-residential development within UCOs A, B and D complying with car-parking standards set out in the local development framework   |

<sup>17</sup> ODPM (2005). *Local Development Framework Core Output Indicators Update 1/2005*  
[http://www.communities.gov.uk/pub/907/LocalDevelopmentFrameworkCoreOutputIndicatorsUpdate12005\\_id1143907.pdf](http://www.communities.gov.uk/pub/907/LocalDevelopmentFrameworkCoreOutputIndicatorsUpdate12005_id1143907.pdf)



|  |
|--|
| 3b Amount of new residential development within 30 minutes public transport time of: a GP; a hospital; a primary school; a secondary school; areas of employment; and a major retail centre(s)   |
| <b>Local services</b>  |
| 4a Amount of completed retail, office and leisure development  |
| 4b Amount of completed retail, office and leisure development in town centres  |
| 4c Amount of eligible open spaces managed to Green Flag Award standard   |
| NB objectives 5 and 6 on minerals and waste are not relevant   |
| <b>Flood protection and water quality</b>  |
| 7 Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality   |
| <b>Biodiversity</b>  |
| 8 Change in areas and populations of biodiversity importance, including:<br>change in priority habitats and species (by type); and<br>change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance. |
| <b>Renewable energy</b>  |
| 9 Renewable energy capacity installed by type  |

### Significant effects indicators

3.11.6 **Significant effects indicators** should be linked to the SA and the Government advises that sufficient numbers of these indicators should be developed, together with the Core and Local Output Indicators, to ensure a robust assessment of policy implementation. Table 3.11 below summaries the suggested indicators for monitoring the significant economic, social and environmental effects of the AAP as identified through the appraisal. These indicators will be discussed internally within the Council and formal significant effects indicators will be put forward at a later date. The significant effects are sourced from the assessment summary in Section 3.9.

**Table 3.11: Significant effects associated with the Area Action Plan and potential significant effects indicators**

| Significant Effects  | Potential Indicators   |
|--|--|
| <b>Social effects</b>  |  |
| Provision of a large proportion (50%) of affordable housing (key worker)         | Total deliverable amount of affordable housing<br>Occupancy rates of affordable housing (key worker) |
| Provision of a significant quantity of market housing and student accommodation  | Occupancy rates and average housing prices (accessibility to housing)                                |
| Increased vehicular travel movements   | Number of journeys by type and mode  |
| Increased use of public transport and alternatives to the car (cycling, walking) |  |

| Economic Effects  |   |
|---|---|
| Increased high tech industry may create a positive investment atmosphere.                                   | None proposed   |
| Provision of local centre provides a diversity of employment types.   | Number and type of jobs on site.  |
| Environmental Effects   |   |
| Increased vehicular trips resulting in increased emissions associated with vehicles (NOx PM <sub>10</sub> ) | Number of journeys by type and mode<br>NOx and PM <sub>10</sub> levels on site. |
| Change of use of the site from agriculture to mixed use.  | None suggested  |
| Negative effects on Landscape Character   | None proposed   |
| Preventing coalescence and local character through the retention of the Strategic Gap.                      | None proposed   |
| Increase risk of surface water flooding   | Incidents of flooding on site   |
| Increased energy efficiency of buildings  | Number of buildings achieving the required levels of building sustainability.   |
| Increase water use efficiency   | Per capita water consumption  |

## 3.12 Difficulties encountered

The SEA Directive requires 'any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information' be included in the report.

**Annex 1h, the SEA Directive**

- 3.12.1 The AAP by its nature is a strategic document for the development of a site. As such, much of the information required to make precise assessments will not be forthcoming until the Masterplanning stage, and the submission of a planning application. Therefore a number of assumptions are made regarding the polices, the main one being that the polices are carried through without any trade-off or dilution.
- 3.12.2 Additionally, baseline information on the site in some cases is lacking, particularly the level of biodiversity on the site, including habitat identification and protected species. It is recommended that a Phase 1 and Phase 2 ecological survey be carried out by any applicant for development of this site.

## 4 What happens next?

### 4.1 Introduction

- 4.1.1 The Councils have drawn up the AAP and it will be submitted to Government. There will then be further consultation, before an independent examination by a planning inspector of the submitted document, who will make recommendations to the Councils on any changes necessary to make the plan “sound” before it is then formally adopted.

### 4.2 SEA / SA Statement

Plan or programme proponents should ensure that, when a plan or programme is adopted, the Environmental Consultation Bodies and the public “are informed and the following items are made available to those so informed:

- (b) a statement summarising how environmental considerations have been integrated into the plan or programme...[including] the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with, and

(Annex 9(1)), the SEA Directive

- 4.2.1 Once a plan or programme has been adopted, the SEA Directive requires those responsible for preparing it – in this case the Council - to provide the public and the Consultation Bodies with information on how environmental considerations and consultation responses are reflected in the plan or programme and how its implementation will be monitored in the future (in accordance with planning regulations, this will be done at adoption).
- 4.2.2 In light of this requirement, the Council will prepare a **SEA / SA Statement** setting out the above information. Precisely when the statement will be prepared and made available is currently unclear but it could be produced and published following preparation of the submission version of the AAP.

## Appendix I: Options and preferred options relationship

| Draft AAP Policy |  | Issues & Options reference           |   |
|------------------|--|--------------------------------------|---|
| NW1              | Vision                                   | 7.1                                  |   |
| Objectives       |  | 8.1                                  |   |
| NW2              | Development Principles<br>2f<br>3n<br>3n | 17.1<br>16.1<br>17.1                 | Biodiversity<br>Archaeology<br>Biodiversity |
| NW3              | Implementing the AAP                     |                                      |   |
| NW4              | Site & Setting                           | 10.1<br>10.2<br>10.3<br>10.4<br>10.5 |   |
| NW5              | Housing Supply                           | 11.2                                 | NB. See also paragraph 11.2                 |
| NW6              | Affordable Housing                       | 11.1                                 |   |
| NW7              | Balanced & Sustainable Communities       | 11.3<br>11.4<br>11.5                 |   |
| NW8              | Employment Uses                          | 12.1<br>12.2                         |   |
| NW9              | Employment Uses in the Local Centre      |                                      |   |
| NW10             | Mix of Uses                              |                                      |   |
| NW11             | Sustainable Travel                       |                                      |   |
| NW12             | Highway Infrastructure                   |                                      |   |
| NW13             | Vehicular Access                         |                                      |   |
| NW14             | Madingley Road to Huntingdon Road Link   | 13.1<br>13.2<br>13.3<br>13.4         |   |
| NW15             | Highway Provision                        |                                      |   |
| NW16             | Public Transport Provision               | 13.1<br>13.2<br>13.3                 |   |

|      |  |                              |   |
|------|--|------------------------------|---|
|      |  | 13.4                         |   |
| NW17 | Cycling Provision  | 13.7                         |   |
| NW18 | Walking Provision  |                              | NB. See paragraphs 13.1 and 13.2  |
| NW19 | Parking Standards  |                              |   |
| NW20 | Provision of Community Services and Facilities, Arts and Culture |                              | NB. See paragraphs 14.1   |
| NW21 | A Local Centre   | 14.1<br>14.2                 |   |
| NW22 | Public Art   |                              |   |
| NW23 | Open Space & Recreation Provision                                | 15.1<br>15.2                 | NB. Reference to on-site provision/commuted sums in the supporting text to policy |
| NW24 | Climate Change & Sustainable Design and Construction             |                              |   |
| NW25 | Renewable Energy   | 18.1<br>18.2<br>18.3<br>18.4 |   |
| NW26 | Surface Water Drainage   | 20.1                         |   |
| NW27 | Foul Drainage & Sewage Disposal                                  |                              |   |
| NW28 | Management & Maintenance of Surface Water Drainage Systems       | 20.2<br>20.3<br>20.4<br>20.5 |   |
| NW29 | Water Conservation   | 20.6                         |   |
| NW30 | Construction Process   | 19.1                         |   |
| NW31 | Strategic Landscaping  | 22.3                         |   |
| NW32 | Phasing & Need   | 22.1<br>22.2                 |   |
| NW33 | Infrastructure Provision   | 22.4                         |   |

There are a limited number of issues where options from the Issues and Options consultation have resulted in no policies being included in the draft Area Action Plan:

- The preferred option is not to include a policy for north facing slip roads (Options 13.5 and 13.6);
- The secondary school for the quadrant is proposed by the County Council for the NIAB sector and there is therefore no policy in the draft AAP, although there is a light type reference in the plan (Options 14.3 and 14.4); and

- Consequently, there is no need to address the appropriate location of secondary school playing fields in the draft AAP (Options 14.5 and 14.6).

## Appendix II: Context documents examined

**Table III.a: Plans and programmes relevant to the South Cambridgeshire LDF  
(Source: South Cambridgeshire District Council, 2006).**

| International Level |   |
|---------------------|---|
| 1                   | The Kyoto Protocol on Climate Change (1992)   |
| 2                   | The Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)  |
| 3                   | EC Council Directive 79/409/EEC, on the Conservation of Wild Birds (1979)   |
| 4                   | EC Council Directive 92/43/EEC, on the Conservation of Natural Habitats and of Wild Fauna and Flora (1992)                                    |
| 5                   | The Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)   |
| 6                   | EC Council Directive 85/337/EEC & 97/11/EC, on the Assessment of the Effects of certain Public and Private Projects on the Environment (1985) |
| 7                   | EC Council Directive 1999/31/EC, on the landfill of waste (1999)  |
| 8                   | The Ramsar Convention on Wetlands of International Importance especially as Waterfowl Habitat (1971)  |
| 9                   | Water Framework Directive (EC 2002)   |
| National Level      |   |
| 10                  | A better quality of life, a strategy for sustainable development for the UK (DETR 1999)   |
| 11                  | Working with the Grain of Nature – A Biodiversity Strategy For England (DEFRA 2002)   |
| 12                  | PPS1 Delivering Sustainable Development (ODPM 2004)   |
| 13                  | PPG3 Housing (ODPM 2000)  |
| 14                  | PPS6 Town Centres and Retail Development (ODPM 2005)  |
| 15                  | PPS7 Sustainable Development in Rural Areas (ODPM 2004)   |
| 16                  | PPG9 Nature Conservation (DoE 1994)   |
| 17                  | PPG13 Transport (DETR 2001)   |
| 18                  | PPG15 Planning and the Historic Environment (DoE 1994)  |
| 19                  | PPG16 Archaeology and Planning (DoE 1993)   |
| 20                  | PPG17 Planning for Open Space, Sport and Recreation (ODPM 2002)   |
| 21                  | PPS22 Renewable Energy (ODPM 2004)  |
| 22                  | PPS23 Planning and Pollution Control (ODPM 2004)  |
| 23                  | PPG25 Development and Flood Risk (ODPM 2001)  |
| 24                  | Transport Ten Year Plan (Department of Transport 2000)  |
| 25                  | Energy White Paper: Our energy future – creating a low carbon economy (DTI 2003)  |
| 26                  | Rural White Paper: Our Countryside: The Future - A Fair Deal for Rural England (DETR 2000)  |
| 27                  | Planning (Listed Buildings and Conservation Areas) Act 1990   |

|                       |  |
|-----------------------|--|
| 28                    | The Air Quality Strategy for England, Scotland, Wales and Northern Ireland: Addendum (DEFRA 2003)                |
| 29                    | UK Waste Strategy (DEFRA 2000)   |
| 30                    | Choosing Health: making healthier choices easier' White Paper (DoH November 2004).                               |
| 31                    | 'Securing Good Health for the Whole Population: Final report. HM Treasury (2004)                                 |
| 32                    | 'Delivering Choosing health: making healthier choices easier' Guidance (DoH) March 2005.                         |
| 33                    | Home Office target Delivery Report 2003  |
| 34                    | Strategy for Sustainable Farming and Food (Defra 2002)   |
| <b>Regional Level</b> |  |
| 35                    | Sustainable Communities in the East of England (ODPM 2003)   |
| 36                    | A Sustainable Development Framework for the East of England (EERA 2001)  |
| 37                    | Our Environment, Our Future (Regional Environment Strategy, EERA 2003)   |
| 39                    | Culture: A Catalyst for Change. A strategy for cultural development for the East of England (Living East 1999+)  |
| 40                    | Regional Economic Strategy (EEDA, 2001)  |
| 41                    | EEDA Corporate Plan 2003 - 2006  |
| 42                    | Regional Planning Guidance for East Anglia (GOEAST 2000)   |
| 43                    | Draft RSS14 East of England Plan (EERA 2004)   |
| 44                    | East of England Regional Waste Management Strategy (East of England Region Waste Technical Advisory Body 2002)   |
| 45                    | Sustainable Tourism Strategy for the East of England – Draft (East of England Tourist Board 2003)                |
| 46                    | Framework for Regional Employment and Skills Action (FRESA) (EEDA, 2003)   |
| 47                    | Regional Social Strategy (EERA 2003)   |
| 48                    | Woodland for Life: The Regional Woodland Strategy for the East of England (EERA & the Forestry Commission, 2003) |
| 49                    | Regional Housing Strategy 2003-2006 (Regional Housing Forum, 2003)   |
| 50                    | Water Resources for the future: A Strategy for Anglian Region (Environment Agency, 2001)                         |
| 51                    | Towns and Cities Strategy and Action Plan (EEDA, 2003)   |
| 52                    | Towards Sustainable Construction, A Strategy for the East of England (EP, CE, GO-E, PECT 2003)                   |
| 53                    | Living with Climate Change in the East Of England (East of England Sustainable Development Roundtable 2003)      |
| 54                    | East of England Plan For Sport (Sport England East, 2004)  |
| <b>County Level</b>   |  |
| 55                    | Cambridge and Peterborough Structure Plan 2003 (CCC & PCC 2003)  |
| 56                    | Cambridgeshire County Council's Environment Strategy and Action Plan (CCC 2002)                                  |
| 57                    | Public Library Position Statement 2003 (CCC 2003)  |



|                                      |  |
|--------------------------------------|--|
| 58                                   | Cambridgeshire and Peterborough Joint Waste Management Strategy 2002-2022 (CCC & PCC 2002)           |
| 59                                   | Cambridgeshire and Peterborough Waste Local Plan 2003  |
| 60                                   | Cambridgeshire Local Transport Plan 2004 – 2011 (CCC 2003)   |
| 61                                   | A County of Culture – A Cultural Strategy for Cambridgeshire 2002 – 2005                             |
| 62                                   | Cambridgeshire Landscape Guidelines (CCC 1991)   |
| 63                                   | Cambridgeshire Rural Strategy (CCC 1992)   |
| 64                                   | Cambridgeshire Health Improvement & Modernisation Plan 2002 – 2005 (HIMP Partners 2001)              |
| 65                                   | Prospects for Learning (CCC 2001)  |
| 66                                   | Cambridgeshire Aggregates (Minerals) Local Plan, (CCC 1991)  |
| 67                                   | Biodiversity Checklist for land use planners in Cambridgeshire and Peterborough (CCC 2001)           |
| 68                                   | Cambridgeshire Biodiversity Action Plan (CCC 2004)   |
| 69                                   | The Infrastructure Partnership – sustainable development for the Cambridge sub-region (CCC)          |
| 70                                   | Cambridge Sub-Regional Partners “Delivering Renewable Energy in the Cambridge Sub-Region”, June 2004 |
| <b>South Cambridgeshire District</b> |  |
| 71                                   | South Cambridgeshire Corporate Strategy 2003/04 – 2007/08  |
| 72                                   | South Cambridgeshire Community Strategy 2004   |
| 73                                   | South Cambridgeshire Economic Development Strategy 2003  |
| 74                                   | Today and Tomorrow – South Cambridgeshire District Council LA21 Community Action Plan 2001           |
| 75                                   | LA21 Consultation Results June 2000  |
| 76                                   | South Cambridgeshire District Council – Housing Strategy 2002-2005                                   |
| 77                                   | South Cambridgeshire District Council – Community Safety Strategy – 2002 - 2005                      |
| 78                                   | South Cambridgeshire District Council – Lighting the Way – Arts Strategy 2002 - 2005                 |
| 79                                   | South Cambridgeshire District Council – Local Strategic Partnership – 20 Year Vision                 |
| 80                                   | South Cambridgeshire District Council – Sports Development Strategy 2002 - 2004                      |
| 81                                   | South Cambs Primary Care Trust - Health Improvement and Modernisation Plan 2002 – 2005               |
| 82                                   | South Cambs Primary Care Trust - South Cambridgeshire Improving Health Plan 2003 – 2006              |
| 83                                   | South Cambs Primary Care Trust - Health Matters in South Cambridgeshire 2004                         |
| 84                                   | South Cambridgeshire District Council - Housing Needs Survey 2002 – June 2003                        |

***Table III.b: Plans and programmes relevant to the Cambridge City LDF (Source: Cambridge City Council, 2005).***

| No                   | Plan / Programme  |
|----------------------|---|
| <b>International</b> |   |
| 1                    | Commitments arising from the World Summit on Sustainable Development, Johannesburg (2002)   |
| 2                    | The UN Millennium Declaration and Millennium Development Goals (2000)   |
| 3                    | Kyoto Protocol (1997)   |
| 4                    | Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)  |
| 5                    | EC Council Directive 79/409/EEC, on the Conservation of Wild Birds (1979)   |
| 6                    | EC Council Directive 92/43/EEC, on the Conservation of Natural Habitats and of Wild Fauna and Flora (1992)                                    |
| 7                    | Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)   |
| 8                    | EC Council Directive 85/337/EEC & 97/11/EC, on the Assessment of the Effects of certain Public and Private Projects on the Environment (1985) |
| 9                    | EC Council Directive 99/31/EC, on the Landfill of Waste (1999)  |
| 10                   | Ramsar Convention on Wetlands of International Importance especially as Waterfowl Habitat (1971)  |
| 11                   | Water Framework Directive 2000/60/EC (2002)   |
| 12                   | Air Quality Framework Directive 96/62/EC (1996)   |
| 13                   | Directive on Electricity Production from Renewable Energy Sources 2001/77/EC (2001)   |
| <b>National</b>      |   |
| 14                   | A Better Quality of Life, a strategy for sustainable development for the UK (DETR 1999)   |
| 15                   | Taking it on – developing UK sustainable development strategy. A consultation paper (DEFRA 2004)  |
| 16                   | Working with the Grain of Nature – A Biodiversity Strategy For England (DEFRA 2002)   |
| 17                   | Planning Policy Guidance Note 1: General Policy & Principles (ODPM 1997)  |
| 18                   | Planning Policy Statement 1: Creating Sustainable Communities (ODPM 2005)   |
| 19                   | Planning Policy Guidance Note 2: Green Belts (DoE 1995)   |
| 20                   | Planning Policy Guidance Note 3: Housing (ODPM 2000)  |
| 21                   | Planning for Mixed Communities – Consultation Paper (proposed changed to PPG3) (ODPM 2005)  |
| 22                   | Planning Policy Guidance Note 4: Industrial and Commercial development and small firms (DoE 1992)   |
| 23                   | Draft Planning Policy Statement 6: Planning for Town Centres (ODPM 2003)  |
| 24                   | Planning Policy Guidance Note 8: Telecommunications (DETR 2001)   |
| 25                   | Draft Planning Policy Statement 9: Biodiversity and Geological Conservation (ODPM 2004)   |
| 26                   | Planning Policy Guidance Note 10: Planning and Waste Management (ODPM 1999)   |
| 27                   | Draft Planning Policy Statement 10: Planning for Sustainable Waste Management (ODPM 2004)   |
| 28                   | Planning Policy Guidance Note 13: Transport (DETR 2001)   |
| 29                   | Planning Policy Guidance Note 15: Planning and the Historic Environment (DoE 1994)  |

|                 |   |
|-----------------|---|
| 30              | Planning Policy Guidance Note 16: Archaeology and Planning (DoE 1993)   |
| 31              | Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation (ODPM 2002)                     |
| 32              | Planning Policy Guidance Note 21: Tourism (DoE 1992)  |
| 33              | Planning Policy Statement 22: Renewable Energy (ODPM 2004)  |
| 34              | Planning Policy Statement 23: Planning and Pollution Control (ODPM 2004)  |
| 35              | Planning Policy Guidance Note 24: Planning and Noise (DoE 1994)   |
| 36              | Planning Policy Guidance Note 25: Development and Flood Risk (ODPM 2001)  |
| 37              | Transport Ten Year Plan (Department of Transport 2000)  |
| 38              | The Future of Transport White Paper (DfT 2004)  |
| 39              | Climate Change – UK Programme (DETR 2000)   |
| 40              | Energy White Paper: Our energy future – creating a low carbon economy (DTI 2003)                                |
| 41              | Planning (Listed Buildings and Conservation Areas) Act 1990   |
| 42              | The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (DETR 2000)                          |
| 43              | UK Waste Strategy (DEFRA 2000)  |
| 44              | Saving Lives: Our Healthier Nation White Paper (DoH 1999)   |
| 45              | Home Office Target Delivery Report (2003)   |
| 46              | Sustainable Communities Plan: Building for the Future (ODPM 2003)   |
| <b>Regional</b> |   |
| 47              | Sustainable Communities in the East of England (ODPM 2003)  |
| 48              | A Sustainable Development Framework for the East of England (EERA 2001)   |
| 49              | Our Environment, Our Future: Regional Environment Strategy for the East of England (EERA 2003)                  |
| 50              | Culture: A Catalyst for Change. A strategy for cultural development for the East of England (Living East 1999+) |
| 51              | Regional Economic Strategy (EEDA 2004)  |
| 52              | EEDA Corporate Plan 2003 - 2006   |
| 53              | Regional Planning Guidance for East Anglia - RPG 6 (GO East 2000)   |
| 54              | East of England Plan, Draft revision to the Regional Spatial Strategy (RSS) for the East of England (EERA 2004) |
| 55              | East of England Regional Waste Management Strategy (East of England Region Waste Technical Advisory Body 2002)  |
| 56              | Sustainable Tourism Strategy for the East of England – Draft (East of England Tourist Board 2003)               |
| 57              | Framework for Regional Employment and Skills Action (FRESA) (EEDA 2003)   |
| 58              | Regional Social Strategy (EERA 2004)  |
| 59              | Woodland for Life: The Regional Woodland Strategy for the East of England (EERA & the Forestry Commission 2003) |

|                                      |   |
|--------------------------------------|---|
| 60                                   | Regional Housing Strategy 2003-2006 (Regional Housing Forum 2003)   |
| 61                                   | Affordable Housing Study: The Provision of Affordable Housing in the East of England 1996-2021 (2003)       |
| 62                                   | Water Resources for the future: A Strategy for Anglian Region (Environment Agency 2001)                     |
| 63                                   | Towns and Cities Strategy and Action Plan (EEDA 2003)   |
| 64                                   | Towards Sustainable Construction, A Strategy for the East of England (EP, CE, GO-E, PECT 2003)              |
| 65                                   | Living with Climate Change in the East of England (East of England Sustainable Development Roundtable 2003) |
| <b>County / Cambridge Sub-Region</b> |   |
| 66                                   | Cambridgeshire and Peterborough Structure Plan 2003 (Cambs CC & PCC 2003)                                   |
| 67                                   | Cambridgeshire and Peterborough Waste Local Plan (Cambs CC & PCC 2003)                                      |
| 68                                   | Cambridgeshire Aggregates (Minerals) Local Plan (Cambs CC 1991)   |
| 69                                   | Cambridgeshire Local Transport Plan 2004 – 2011 (Cambs CC 2003)   |
| 70                                   | Cambridgeshire County Council's Environment Strategy and Action Plan (Cambs CC 2002)                        |
| 71                                   | Public Library Position Statement 2003 (Cambs CC 2003)  |
| 72                                   | Cambridgeshire and Peterborough Joint Waste Management Strategy 2002-2022 (Cambs CC & PCC 2002)             |
| 73                                   | A County of Culture – A Cultural Strategy for Cambridgeshire 2002 – 2005 (Cambs CC)                         |
| 74                                   | Cambridgeshire Landscape Guidelines (Cambs CC 1991)   |
| 75                                   | Cambridgeshire Rural Strategy (Cambs CC 1992)   |
| 76                                   | Cambridgeshire Health Improvement and Modernisation Plan 2002 – 2005 (HIMP Partners 2001)                   |
| 77                                   | Prospects for Learning (Cambs CC 2001)  |
| 78                                   | Biodiversity Checklist for land use planners in Cambridgeshire and Peterborough (Cambs CC 2001)             |
| 79                                   | Cambridgeshire Biodiversity Action Plan (Cambs CC 2004)   |
| 80                                   | The Infrastructure Partnership – Sustainable development for the Cambridge sub-region (Cambs CC)            |
| 81                                   | Delivering Renewable Energy in the Cambridge Sub-Region (Cambridge Sub-Regional Partners 2004)              |
| <b>Cambridge City</b>                |   |
| 82                                   | A Community Strategy for Cambridge (Cambridge Local Strategic Partnership 2004)                             |
| 83                                   | Medium Term Objectives 2004/2005 to 2008/2009 (CCC 2003)  |
| 84                                   | Best Value Performance Plan (CCC 2004)  |
| 85                                   | Arts Plan for Cambridge 2002-2007 (CCC)   |
| 86                                   | A Strategy for Work with Children and Young People, 2004 – 2008 (CCC)                                       |
| 87                                   | Cambridge City Centre Management Business Plan 2003-2006 (Cambridge City Centre Management)                 |

|    |   |
|----|---|
| 88 | Community Safety Strategy (Cambridge Community Safety Partnership)  |
| 89 | Environment Strategy (CCC 2004)   |
| 90 | Improving the Health of the People of Cambridge (Cambridge City PCT 2002)   |
| 91 | Homelessness Strategy (CCC 2003)  |
| 92 | Single Homeless & Rough Sleeping Strategy 2002-2004 (Cambridge City Single Homeless & Rough Sleeping Partnership) |
| 93 | Housing Strategy 2004-2007 (CCC 2004)   |
| 94 | Parks for Cambridge People - A Strategy for Parks, Play and Open Spaces (CCC 2003)                                |
| 95 | Sports Services Strategy 2003-7 (CCC)   |
| 96 | Cambridge Tourism Strategy 2001-2006 (CCC 2001)   |
| 97 | Cambridge Walking and Cycling Strategy and Action Plan (CCC 2002)   |
| 98 | Economic Development Strategy 2004-2007 (CCC 2004)  |

## Appendix III: Baseline information

| Objective   | Indicator  | Current Situation                                     |   | Trends   |  | Assessment   | Data Sources   |
|---|--|---|---|--|--|--|--|
|   |  | South Cams / Cambridge                                | Comparator  | South Cams / Cambridge   | Comparator   |  |  |
| <b>LAND AND WATER RESOURCES</b>   |  |   |   |  |  |  |  |
| Minimise the irreversible loss of undeveloped land and productive agricultural holdings | % dwellings completed on previously-developed land | SCDC:<br>2004-2005<br>33.5%<br><br>CCC: 2003/4<br>91% | Cambridgeshire and Peterborough<br>2004-05<br>55.1% | SCDC:<br>2003<br>27%<br>Average over period 1999-2005<br>27%<br><br>CCC:<br>2004/5 95%<br>2005/6 95%<br>2006/7 90% | Cambridgeshire and Peterborough<br>Average over period 2003-2004<br>51.4%<br><br>Government Target 60% by 2004/5<br><br>Minimum Target for Structure Plan Area – 50% | Structure Plan target for SCDC is 37%. Targets reflect limited supply of previously developed land available in the District, and the amount of housing development required. Large areas of PDL will be developed as part of Area Action Plans, to enable SCDC to meet the target later in the plan period.<br><br>Performance is dictated by the categories of land that become available for development. | SCDC District monitoring; County Monitoring; EERA; CCC – Best Value Performance Plan BV106 / QoL 33b<br><br>Structure Plan AMR Indicator C & Indicator D |

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|--|--|--|--|---|--|--|--|
|  | Net density of new dwellings completed                     | SCDC 2004-2005: 28<br>CCC: 2003/4 59.7 (gross)                   | Cambridgeshire and Peterborough 2003-04 31.6 (gross)                     | SCDC: 2003 19.7 (gross)<br>Dwellings per ha<br>Average over period 1999-2003 18 (gross)<br><br>CCC: 2002/3 77.6 (gross) | Cambridgeshire and Peterborough Average over period 1999-2003 20 (gross)<br>Cambridgeshire and Peterborough 2002/3 18.45 (gross) | Densities in rural South Cambridgeshire have historically been lower than achieved in Cambridge and the Market Towns. Higher densities must be sought from new developments if Structure Plan targets are to be met.<br><br>City data only includes large sites of 10+ dwellings gross | District monitoring;<br>County Monitoring;<br>EERA<br>Structure Plan AMR Indicator P is intended to collect data on net density, but currently is based on Gross.<br>Monitoring systems and being developed to collect net data in the future.   |
| Reduce the use of non-renewable energy sources | KWh of gas and electricity consumed per household per year | SCDC: 2004: 21,242<br><br>CCC: 2004 Gas use per customer 21.0MWh | UK: 2004: 21,053<br><br>Cambridgeshire 2004 Gas use per customer 20.5MWh | 2001/2 15,395 KWh   | UK 2001-2002 17,004 KWh  | The District figure compares favourably to the national figure. Further monitoring of trends is required. Electricity data may be available in next few years.   | Transco (plus household stock data)<br>QoL/LIB058 provides the methodology, with information published on the Transco website.<br>Future monitoring will require the figure to be calculated annually.<br>DTI Energy Statistics – <a href="http://www.dti.gov.uk/energy/inform/energy_trends/gas2003nuts4region.xls">www.dti.gov.uk/energy/inform/energy_trends/gas2003nuts4region.xls</a> |



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|--|---|---|---|---|---|--|---|
|  | <p>Generating potential of renewable energy sources</p> | <p>SCDC: 8.94 GWh/yr (2002)</p> <p>2004-2005: 8.95 GWh/yr</p> <p>CCC: 0</p> | <p>Cambridgeshire &amp; Peterborough (2002)</p> <p>333.5 GWh/yr*</p> <p>Cambridgeshire &amp; Peterborough (2003)</p> <p>318 GWh/yr</p> <p>UK - 11450Gwe</p> | <p>SCDC: 8.94 GWh/yr (1999)</p> <p>CCC: 0</p> | <p>Cambridgeshire &amp; Peterborough 1999: 36.1 GWh/yr*</p> <p>2002: 36.1 GWh/yr*</p> <p>Cambridgeshire 1999 19.4 GWh/yr*</p> | <p>While energy generation from renewable sources has not increased in the District since 1999, a number of new projects have been initiated in the County.</p> <p>A number of schemes in the district which have planning permission have been delayed by problems with funding. In 2004-2005, one wind turbine with a generating capacity of 0.01 GWh/yr was constructed at Bassingbourn. (SCDC)</p> | <p>Structure Plan APR indicator 21, monitored through planning process.</p> |
|--|---|---|---|---|---|--|---|

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|--|---|---|-----|---|-----|--|---|
| Limit water consumption to levels supportable by natural processes and storage systems | Water consumption level (CCC data only) | CCC: Cambridge Water Company (metered households) 2002-3 133 l/head/d | N/A | CCC: Cambridge Water Company (metered households) 2002-3 130 l/head/d | N/A | Cambridge Water Company supplies approximately 50% of Cambridgeshire's residents including those in Cambridge. Approximately 50% of these households are metered. The data presented is for company measured household consumption (l/head/d) as reported to OFWAT | Water consumption data is available by water company regions. A method of estimating water consumption at the County and District level is being investigated. This indicator is a priority because sustainable water supply is a key local issue.<br>OFWAT |
|--|---|---|-----|---|-----|--|---|

| BIODIVERSITY   |  |  |  |  |     |  |   |
|--|--|--|--|--|-----|--|---|
| Avoid damage to designated sites and protected species | % SSSIs in favourable or unfavourable recovering condition (SCDC only) | 89% of South Cambridgeshire's SSSIs in favourable or unfavourable recovering condition | Cambridgeshire and Peterborough 2004 68%<br>UK 2005 – 45% in favourable condition. 24% in unfavourable recovering condition. |  | N/a | The government has set a target that 95% of SSSIs should be in favourable condition by 2010. the District Council will work with the County Council and English Nature to ensure that proactive management of the SSSIs in the District takes place in order to progress towards this target. Particular regard will need to be had to progress on sites which are in an unfavourable condition with no change likely to occur or where decline is likely. | English Nature. The first complete survey of SSSI condition was published in early 2004. DEFRA target is 95% by 2010. Additional work is required to disaggregate the data to District level. |

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|   |  |   |                          |                 |                          |   |  |
|---|--|---|--------------------------|-----------------|--------------------------|---|--|
| Maintain and enhance the range and viability of characteristic habitats and species | Total area designated as SSSIs (ha) (SCDC only)  | March 2005: 950.7 ha, 42 sites                |                          | 2004 954.01 ha. |                          | The District has a relatively low amount of SSSI compared to many rural Districts. The amount designated has remained static for a number of years. | District GIS; English Nature   |
|   | Progress in achieving priority BAP targets   | N/a   | N/a                      | N/a             | N/a                      |   | Awaiting implementation of monitoring software for County data. Expect to begin late 2004.<br>Limited usefulness as LDF policies may not have a direct impact. |
| Improve opportunities for people to access and appreciate wildlife and wild places  | % of rights of way that are easy to use (SCDC only) <i>(NB also see open space indicators below)</i> | SCDC 2004: 70.3% of rights of way easy to use |                          | N/a             |                          | The district.   | New survey conducted by County Council of 5% per year. Data available December 2004.   |
|   | Area of Local Nature Reserve per 1000 population (ha) (CCC only)                                     | 2004 0.15                                     | Cambridgeshire 2004 0.22 |                 | Cambridgeshire 2003 0.21 |   | Cambridge City Council Monitoring Structure Plan AMR Indicator 12  |

| LANDSCAPE, TOWNSCAPE AND ARCHAEOLOGY   |   |  |                                |   |  |   |   |
|--|---|--|--------------------------------|---|--|---|---|
| Avoid damage to areas and sites designated for their historic interest, and protect their settings | % listed buildings 'at risk' (SCDC only)  | March 2005: 2% (51 buildings)  |                                | 2003<br>2% (49 buildings)<br><br>2004:<br>2% (48 buildings) |  | There have only been minor fluctuations in number of listed buildings at risk in the last 5 years, and they have remained a low percentage of the total stock of listed buildings.                          | District monitoring (no regional comparator)  |
|  | Number of listed buildings (CCC only)   | 2004<br>1586   | Cambridgeshire<br>2004<br>7236 | 2003<br>1585  |  |   | Cambridge County Council monitoring<br>Comparator – Heritage Counts 2004: The State of the East of England's Historic Environment (English Heritage 2004) |
| Maintain and enhance the diversity and distinctiveness of landscape and townscape character        | % of total built-up areas falling within conservation areas (SCDC only)<br><i>(NB also see biodiversity indicators above)</i> | 2005:<br>21.6% (3,745 ha of village frameworks of which 809 ha lies within village frameworks) |                                | 2004<br>21.2%   |  | Figure varies as Conservation Areas are designated, or village frameworks amended through development plan review. % is likely to fall as major new developments are completed creating new built up areas. | District GIS (no regional comparator) Calculated as % of land within village frameworks that lies within a Conservation Area.                             |

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|   |   |  |                                    |   |   |  |   |
|---|---|--|------------------------------------|---|---|--|---|
|   | % of total land area falling within conservation areas (CCC only)                                   | 2004<br>17%  |                                    |   |   |  | Cambridge City Council Monitoring<br>Awaiting comparator data from County Council   |
| Create places, spaces and buildings that work well, wear well and look good   | Satisfaction rating for quality of built environment (SCDC only)                                    | 2002/03<br>90.0%<br>2003: 57.27% of people who replied to a 2003 survey were very satisfied or fairly satisfied with the quality of their built environment. | Cambridgeshire<br>2002/03<br>87.0% | In a 2003 survey, 33% believed their neighbourhood was getting worse (QoL 19) | Cambridgeshire<br>In a 2003 survey, 33% believed their neighbourhood was getting worse (QoL 19) | Results indicate a high satisfaction rate, that is also higher than the countywide rate.                               | Quality of life survey – CCC Research Group (no regional comparator)<br>QoL18/LIB133<br>The percentage of residents surveyed satisfied with their neighbourhood as a place to live<br>Data in trend column not directly comparable. |
|   | % of new homes developed to Ecohomes good or excellent standard.                                    |  |                                    |   |   |  | SCDC Community Strategy Milestone<br>Monitoring framework needs to be developed   |
| <b>CLIMATE CHANGE AND POLLUTION</b>   |   |  |                                    |   |   |  |   |
| Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | CO <sub>2</sub> emissions per domestic property per year (SCDC only)                                |  |                                    |   |   |  | District monitoring (no direct regional comparator)   |
|   | CO <sub>2</sub> emissions by sector (tonnes per year) and per capita emissions (tonnes). (CCC only) | N/a  | N/a                                | N/a   | N/a   | At present the County Council is developing methodologies to estimate CO <sub>2</sub> emissions. This work is ongoing. |   |

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|  |   |  |   |   |   |  |   |
|--|---|--|---|---|---|--|---|
|  | <p>a) Annual average concentration of Nitrogen Dioxide (ug/m3 in SCDC ppb in CCC)</p> <p>b) Days when fine particle concentration found to be in bandings 'moderate' or higher (days)</p> | <p>2004<br/>aSCDC:<br/>Bar Hill: 49.7 ug/m3<br/>Impington: 52.2 ug/m3<br/>Histon (urban background): 19 ug/m3<br/>Histon (roadside): 32 ug/m3</p> <p>2003<br/>CCC:<br/>Parker Street: 26.6 ppb<br/>Gonville Place: 21.9 ppb<br/>Silver Street: 26.1 ppb<br/>b) SCDC:<br/>Bar Hill: 40<br/>Impington: 72<br/>CCC:<br/>Parker Street: 21<br/>Gonville Place: 12<br/>Silver Street: 9</p> | <p>National Air Quality Objectives<br/>a) 40 ug/m3 (To be achieved by end 2005)<br/>b) 35 days (to be achieved by end 2004)</p> | <p>a) SCDC:<br/>Bar Hill: 38.2 ug/m3 (2001)<br/>Impington: 52.7 ug/m3 (2002)<br/>Histon (urban background): 31 ug/m3 (1999)<br/>Histon (roadside): 48 ug/m3 (1999)<br/>CCC:<br/>Parker Street: 21 ppb<br/>Gonville Place: 19.7 ppb<br/>Silver Street: 20.2 ppb<br/>b) SCDC:<br/>Bar Hill: 9 (2001) and 27 (2002)<br/>Impington: 22 (2002)<br/>CCC:<br/>Parker Street: 19<br/>Gonville Place: 0<br/>Silver Street: 7</p> | <p>National Air Quality Objectives<br/>a) 40 ug/m3 (To be achieved by end 2005)<br/>b) 35 days (to be achieved by end 2004)</p> | <p>There were more polluted days in 2003/4 in Cambridge due to a hot summer dominated by high pressure weather systems.</p> <p>SCDC: At several of the locations surveyed, the level of nitrogen dioxide pollution exceeded the targets set by the National Air Quality objectives, both in terms of the average atmospheric concentration and the number of days where the concentration exceeds 50 ug/m3</p> | <p>Air Quality Review and Assessment progress report 2004.<br/>Structure Plan monitoring based on district reporting.<br/>Cambridge City Council Environmental indicators 2004.</p> |
|--|---|--|---|---|---|--|---|

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|--|--|--|-----|--|---|--|---|
|  | Vehicle flows across urban boundaries                                  | 2005<br>Cambridge<br>183,596<br>motor vehicles;<br>1.7 per head of<br>population | N/a | 2001<br>Cambridge<br>172,926<br><br>2003<br>Cambridge<br>170,036 | N/a   | Rate of traffic going in and out of Cambridge is stable, but still higher than LTP target.<br>The number of motor vehicles leaving Cambridge per day was about 450 less than in 2002.<br><br>The daily rate of flow of traffic from South Cambs to Cambridge to Cambridge and vice versa has increased since 2003. | County monitoring (no regional comparator)<br>Local Transport Plan<br>Cambridge City Council<br>Medium Term<br>Objectives QoL29 (new) |
|  | Local bus passengers entering and leaving Cambridge per day (CCC only) | 2003/4<br>25,000   | N/a | 2002/3<br>26,800   | N/a   | Although performance has deteriorated, Cambridgeshire has still exceeded the target agreed with the government of 24,000.  | Cambridge City Council<br>Medium Term<br>Objectives LPI   |
|  | Modal share of (a) cyclists and (b) pedestrians (CCC only)             | 2003/4<br>(a) 19<br>(b) 20   | N/a | 2002/3<br>(a) 17<br>(b) 18                                       | Cambridgeshire<br>2001 (Census)<br>(a) 9.1%<br>(b) 8.1% |  | Cambridge City Council<br>Medium Term<br>Objectives LPI   |



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|--|--|--|---|--|---|---|---|
|  | % of children travelling to and from school by:<br>(a) car<br>(b) bicycle<br>(c) bus<br>(d) train<br>(e) walk<br>(f) other | N/a  |   | 2002/3<br>(a) 34%<br>(b) 20%<br>(c) 7%<br>(d) 0%<br>(e) 48%<br>(f) 3%  |   | Survey was not carried out for 2004   | Cambridge City Council Medium Term Objectives QoL30 (new)         |
|  | % main rivers of good or fair quality (chemical & biological)  | SCDC:<br>2004<br>Chemical 99%<br>Biological 100%<br><br>CCC: N/a | Cambridgeshire and Peterborough<br>2000/02<br>Chemical 90%<br>2000<br>Biological 100% | SCDC:<br>2000/02<br>Chemical 100%<br>2000<br>Biological 100%<br>1997/99<br>Chemical 85%<br>CCC: 2000/2<br>Chemical 100%<br>Biological 100% | Cambridgeshire and Peterborough<br>1997/99<br>Chemical 75%<br>1998/2000<br>Biological 99% | The improving river quality in the District reflects improvements taking place across the county. | Environment Agency Cambridgeshire Structure Plan AMR indicator 16 |

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|   |  |   |   |   |  |   |   |
|---|--|---|---|---|--|---|---|
| Minimise waste production and support the recycling of waste products | Household waste collected per person per year (kg) | SCDC:<br>2004-2005<br>438.2 (Source: South Cambs Recycling Waste and Minimisation monitoring 2004/2005)<br><br>CCC: 2003/4<br>429 | Cambridgeshire 2003/4<br>498<br>(Hardcore included) | SCDC: 2002<br>282<br>2003 352<br>CCC: 2002/3<br>438 | Cambridgeshire (2001-02)<br>481<br>(Hardcore included) | The amount of waste produced per person is increasing in South Cambs. This will reduce the impact of increasing recycling and composting rates. The expected national increase in the amount of waste produced did not occur in 2003/4 in Cambridge. This is anticipated to increase in 2004/5. | District monitoring (BV84)<br>City – Cambridge City Council Best Value Performance Plan BV84<br>Waste Data for Cambridgeshire 2001/2002 and 2003/2004 (BV184) |
|   | % household waste                                  | SCDC:   | Cambridgeshire                                      | SCDC: 1999-   | Cambridgeshire   | SCDC: Recycling   | Structure Plan AMR  |

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|   | collected which is recycled   | 2004-2005<br>46.72% (Source: South Cambs Recycling Waste and Minimisation Officer 2004/2005)<br><br>CCC: 13.5% recycled (2003/4)<br>9.9% composted | and Peterborough<br>16.19% recycled (2002-03)<br>18.5% recycled (2003-04)<br>8.48% composted (2002-03)<br>10.5% composted (2003-04) | 2000<br>10.1% recycled<br>4.8% composted<br><br>20.3% recycled (2002-03)<br>5.3% composted (2002-03)<br>(data excludes hardcore waste)<br><br>CCC: 11.7% recycled (2002/3)<br>8.7% composted | and Peterborough<br>11.56% recycled (1999-2000)<br>6.78% composted (1999-2000) | rates compare favourably with other Districts in Cambridgeshire, although the composting rate is slightly lower. Further work is required to meet the recycling target of 25% by 2005.<br><br>CCC: Cambridge combined recycling and composting figure has risen to 23.4%. The Government has set a combined target of 30% for Cambridge City by 2005. | Indicator 20<br>Waste Data for Cambridgeshire Waste Local Plan<br>City – Cambridge City Council Medium Term Objectives BV82a/Qo132 & BV82b/Qo132  |
| Limit or reduce vulnerability to the effects of climate change (including flooding) | Area / number of properties within Environment Agency 1:100 year flood risk zone. | N/a  | N/a   | N/a  | N/a  | N/a   | Appropriate indicators needs to be developed to monitor the impact of climate change. Possibly use GIS analysis of Environment Agency data to estimate no. of properties within flood risk areas. |

| HEALTHY COMMUNITIES               |  |   |   |   |  |  |  |
|-----------------------------------|--|---|---|---|--|--|--|
| Maintain and enhance human health | Life expectancy at birth (male & female)                       | SCDC: 2000-2002<br>Male – 79.0<br>Female – 83.0<br>CCC: 2000-2002<br>Male – 76.7<br>Female – 82.0 | England & Wales<br>2000-2002<br>Male – 75.9<br>Female – 80.6  | SCDC: 1999-2001<br>Male – 79.0<br>Female – 82.6<br>CCC: N/a | England & Wales<br>1999-2001<br>Male – 75.6<br>Female – 80.3 | SCDC: Life expectancies in the District are significantly higher than the national average, and have risen alongside national rates. | Office of National Statistics<br>Public health and health inequalities dataset 2004 – Cambridge City PCT |
|                                   | % residents with limiting long-term illness (SCDC only)        | 2004<br>12.7%   | 2004<br>East of England<br>15.6%<br>England & Wales – 18.23 % | N/a   | N/a  | The age structure of the population of South Cambs is younger than that of the region overall – so less LLTI is to be expected.      | Census of Population   |
|                                   | Excess winter deaths (CCC only)                                | 2003/4<br>34  | N/a   | N/a   | N/a  | This indicator measures the number of deaths in winter months, over the average monthly death rate.                                  | Cambridge City Council<br>Medium Term Objectives LPI (new)   |
|                                   | Cyclists crossing the River Cam bridges screenline. (CCC only) | 2004<br>18,469  |   | 2002<br>18,344  |  |  | Cambridge County Council Monitoring  |

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|   |   |   |  |   |  |   |  |
|---|---|---|--|---|--|---|--|
| <p>Reduce and prevent crime, and reduce the fear of crime</p> | <p>Number of recorded crimes per 1,000 people</p>             | <p>SCDC: 2003/04<br/>57.0<br/><br/>2004-2005<br/>48.5<br/><br/>CCC: 2003/04<br/>159.2</p> | <p>Cambridgeshire<br/>2004/5 79.2<br/><br/><br/>93.6 or 90.2</p> | <p>SCDC:<br/>2002/03 59.2<br/><br/>2003/04<br/>57.0<br/><br/>CCC: 2002/03<br/>158.9</p> | <p>Cambridgeshire<br/>2002/03<br/>90.9 or 93.6<br/><br/>2003/04<br/>93.6</p> | <p>SCDC: Crime in South Cambridgeshire is significantly lower than the County average, and has decreased while it has actually increased in the County as a whole. This reflects the rural nature of the District.<br/><br/>CCC: Population figures used to generate rate based on RG population estimates for mid year 2002 and mid year 2003.</p> | <p>CCC Research Group; Home Office<br/><br/>County Council Research Group mid-2002 population estimates.<br/><br/>Cambridgeshire Crime Research team 2005.</p> |
|   | <p>% residents feeling 'safe' or 'fairly safe' after dark</p> | <p>SCDC: 2002/03<br/>70.0%<br/><br/>CCC: 2003/04<br/>35%</p>                              | <p>Cambridgeshire<br/>2002/03<br/>56.0%<br/><br/>2004 58.88%</p> | <p>N/a</p>  | <p>N/a</p>   | <p>SCDC: The % of residents feeling safe after dark compares well to county levels, but indicates that there is still room for improvement.<br/><br/>CCC: 2003/04 survey 40% felt unsafe, with 25% neither safe nor unsafe.</p>   | <p>Quality of life survey – CCC Research Group (no regional comparator) QoL15/LIB002<br/><br/>Cambridge City Council Medium term objectives LPI (new)</p>      |

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|  |   |                       |   |  |  |   |   |
|--|---|-----------------------|---|--|--|---|---|
| Improve the quantity and quality of publicly accessible open space | Ha of strategic open space per 1,000 people (SCDC only) | 2004<br>4.3 ha/1000 * | 2004<br>Cambridgeshire<br>5.5 ha/1000 *<br>Cambridgeshire and Peterborough<br>4.8 ha/1000 * |  |  | South Cambridgeshire does not compare favourably to countywide levels. New strategic open spaces are being planned as part of strategic housing developments. | Strategic Open Space study – CCC<br>*All figures are combined 'natural greenspace' and 'parks & gardens' ha/1000 population |
|  | Ha. of public open space per 1000 people. (CCC only)    | Data awaited          |   |  |  | Includes Amenity Green Spaces, Cemeteries, Semi-natural green spaces and Parks and Gardens where the main use is public.                                      | Data from Open Space Recreation strategy 2004.  |

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|  |  |  |  |                |  |  |  |
|--|--|--|--|----------------|--|--|--|
|  | Number of sports pitches available for public use per 1,000 people                               | SCDC: 2004<br>1.33<br>CCC: 1999<br>0.8 |  |                |  | SCDC: Provision varies greatly across the District, and there are also issues of cross border usage, particularly close to Cambridge. District Audits provide a more detailed comparison of provision compared to need.<br><br>CCC: The figure is for pitches in secure public use. The University sector also provides pitches which help to meet demand. | District monitoring through recreation audits. Pitches are for Hockey, football, Cricket, Rugby etc (not MUGA).<br>QoL/LIB038<br>Future monitoring will be dependent on future open space audits.<br>Assessment of Open Space in Cambridge, 1999 |
|  | No. of playgrounds and play areas provided by the Council per 1000 children under 12. (CCC only) | 2003/04<br>6.3                         |  | 2002/03<br>4.6 |  | The population figure used to calculate these indicators has dropped by 15% which has caused performance to appear to improve.   | Best Value Performance Plan LPI  |

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| INCLUSIVE COMMUNITIES  |  |  |   |  |   |   |  |
|--|--|--|---|--|---|---|--|
| Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | % of population in categories 1-3 for access to Primary school, food shop, post office and public transport.   | SCDC: 2004<br>83%<br>CCC:<br>Awaiting data from County Council | Cambridgeshire<br>2004<br>% Of rural areas<br>81% |  |   | Reflects the fact that many small villages in the District have limited services available locally. | County monitoring; Countryside Agency. Structure Plan AMR Indicator 22. Choice of services measured was based on availability within the settlement of four basics - primary school, food shop, post office and public transport. % of population in categories 1-3.<br><br>No comparator data available, but Structure Plan AMR will provide future monitoring. |
|  | % of residents by targeted group satisfied with the local authorities cultural and recreational activities:<br>a) Sport/Leisure facilities<br>b) Folk Museum<br>c) Corn Exchange<br>d) Parks/Open spaces, play areas and other recreation facilities / activities (CCC only) | 2003/04<br><br>a) 64%<br>b) 67%<br>c) 69%<br>d) 92%            |   |  | 2002/03<br><br>a) 58%<br>b) 58%<br>c) 60%<br>d) 80% |   | Due to the number of survey respondents, these figures are accurate to within +/- 2.7%.  |



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|--|--|--|---|------------|------------|--|--|
| <p>Redress inequalities related to age, gender, disability, race, faith, location and income</p> | <p>% residents who feel their local area is harmonious</p> | <p>SCDC: 2002/03<br/>70.0%</p> <p>2003<br/>66.64% of people who replied strongly agreed or tended to strongly agree with the statement “the local community is a place where people from different backgrounds and communities can live together harmoniously”</p> <p>CCC: no data</p> | <p>Cambridgeshire 2002/03<br/>64.0%</p> | <p>N/a</p> | <p>N/a</p> | <p>SCDC: District figures compare favourably to the county comparator, but there is still room for improvement.<br/>CCC: Percentage of people surveyed who feel that their area is a place where people from different backgrounds get on well together.</p> | <p>Quality of life survey - CCC Research Group QoL25/LIB139<br/>Percentage of people surveyed who feel that their local area is a place where people from different backgrounds get on well together</p> |
|--|--|--|---|------------|------------|--|--|

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|  |   |   |   |  |   |  |   |
|--|---|---|---|--|---|--|---|
|  | Index of multiple deprivation   | SCDC: 2004<br>Average IMD score : 6.39<br>CCC: 2004 average IMD score 14.58<br>Rank of average score 230. | 2004<br>Cambridgeshire average IMD score: 12.34   | SCDC: 2000<br>Average IMD score: 7.33<br>CCC: 2000 Average IMD score: 14.72<br>Rank of average score 249 |   | SCDC: South Cambridgeshire compares favourably to most regional and county deprivation indicators.<br>CCC: Rank is out of 354 local authorities. | Office of Deputy Prime Minister, Indices of deprivation |
|  | Range of income levels – 25 <sup>th</sup> and 75 <sup>th</sup> quartiles (CCC only) | 2004<br>Lower quartile: £343.10<br>Upper quartile: £664.00<br>Range: £320.90                              | Cambridgeshire 2004<br>Lower quartile: £336.50<br>Upper quartile: £652.40<br>Range: £315.90 | 2003<br>Lower quartile: £333.70<br>Upper quartile: £641.90<br>Range: £308.20                             | Cambridgeshire 2003<br>Lower quartile: £315.60<br>Upper quartile: £624.80<br>Range: £309.20 | Figures based on median gross weekly earnings.   | ASHE  |

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|  |                                   |   |   |  |   |  |   |
|--|-----------------------------------|---|---|--|---|--|---|
| <p>Ensure all groups have access to decent, appropriate and affordable housing</p> | <p>House price/earnings ratio</p> | <p>SCDC:<br/>2004<br/>7.6<br/>CCC: 2004<br/>9.0</p> | <p>East of England 2003<br/>6.6<br/>Cambs &amp; Peterborough 2004<br/>7.3</p> | <p>SCDC: 2002<br/>6.1<br/>2003<br/>6.6<br/>CCC: 2003<br/>9.8</p> | <p>East of England 2002<br/>5.6<br/>Cambs &amp; Peterborough 2003<br/>7.2</p> | <p>SCDC: House price to earnings ratio in South Cambs is around the regional figure but both the South Cambs and region ratios are worsening.<br/>CCC: Cambridge has the highest ratio in the County. Ratio has fallen slightly due to stable average house prices and rising wages for full time employees.</p> | <p>Land Registry &amp; New Earnings Survey House prices for January to March average. Earnings data for April. Structure Plan AMR Indicator 7</p> |
|--|-----------------------------------|---|---|--|---|--|---|

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|  |  |  |   |   |   |   |  |
|--|--|--|---|---|---|---|--|
|  | <p>% of all dwellings completed that are 'affordable'</p>  | <p>SCDC: 2004/05<br/>19.3%</p> <p>108 affordable dwellings completed district-wide</p> <p>A total of 559 dwellings completed district wide.<br/>CCC: 2003/04<br/>21%</p> | <p>Cambridgeshire 2003<br/>12%</p> <p>Cambridgeshire &amp; Peterborough 2003/04<br/>15.2%</p> | <p>SCDC: Average over period 1999-2003<br/>9.8%</p> <p>2003<br/>19%</p> <p>CCC: 2002/03<br/>15%</p> | <p>Cambridgeshire and Peterborough<br/>Average over period 1999-2003<br/>10%</p> <p>Cambridgeshire and Peterborough 2002/03<br/>12.3%</p> | <p>SCDC: Rate is low compared to urban districts like Cambridge City, although actual numbers compare favourably with other Districts. Numbers of dwellings provided do not meet needs indicated by housing needs surveys.</p> <p>CCC: Local Plan has a target of 30% in housing developments above a designed threshold. However this applies to all dwelling completions.</p> | <p>South Cambridgeshire District monitoring. Structure Plan AMR Indicator L.</p> <p>Cambridge City – Monitoring of Residential &amp; Student Accommodation Planning Permissions, Starts &amp; Completions, CCC March 2004.</p> |
|  | <p>Percentage of households that can afford to purchase the average first time buyer's property in the area<br/>(CCC only)</p> | <p>2003/4<br/>2.8%</p>   | <p>N/a</p>  | <p>2002/03<br/>N/a</p>  | <p>N/a</p>  |   | <p>Cambridge City Council Medium Term Objectives QoL 13a (new)</p>   |

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|   |  |  |   |                                 |  |   |  |
|---|--|--|---|---------------------------------|--|---|--|
|   | (i) Number of new homes built<br><br>(ii) Number of new houses brought back into occupation (CCC only) | 2003/4<br>(i) 481<br><br>(ii) 11   | Cambridgeshire & Peterborough 2003/4<br>(i) 3947  | 2002/3<br>(i) 164<br><br>(ii) 0 | Cambridgeshire & Peterborough 2002/3<br>(i) 3485 | Targets from Medium Term Objectives   | City – (i) Monitoring of Residential & Student Accommodation Planning Permissions, Starts & Completions, CCC March 2004<br><br>(ii) Medium Term Objectives LPI (new) Comparator – Structure Plan AMR Indicator G |
| Encourage and enable the active involvement of local people in community activities | % adults who feel they can influence decisions affecting their local area                              | 2003<br>19.66% of people who replied strongly agreed or tended to agree with the statement “I can influence decisions affecting my local area”<br><br>CCC: 2003<br>27.0% | Cambridgeshire 2003<br>17.22% of people who replied strongly agreed or tended to agree with the statement “I can influence decisions affecting my local area” | SCDC:<br>2002/03<br>22.0%       | Cambridgeshire 2002/03<br>21.0%                  | Although the rate compares favourably to the county comparator, only 1 in 5 people feel they can influence local decisions. | Quality of life survey - CCC Research Group QoL23/LIB137<br>Quality of Life Survey 2003  |

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|  |  |  |  |  |  |  |   |
|--|--|--|--|--|--|--|---|
|  | % adults who had given support to others (non-family) in past year | SCDC:<br>2003<br>80.67% of people who replied said they had given support to others (non-family) in the last year<br><br>CCC: 2003 72.0% | 2003<br>79.96% of people who replied said they had given support to others (non-family) in the last year | N/a  | N/a  |  | Quality of life survey - CCC Research Group<br>Quality of Life Survey 2003  |
| <b>ECONOMIC ACTIVITY</b>   |  |  |  |  |  |  |   |
| Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Unemployment rate  | SCDC: April 2005<br>a) 0.8%<br>October 2005<br>b) 2,300<br>CCC: Dec 2004<br>1.4%   | Eastern Region<br>April 2005<br>a) 1.8%<br>October 2005<br>b) 171,100                                    | SCDC:<br>January 2004<br>1.0%<br>January 2003<br>1.1%<br>CCC: Dec 2003<br>1.4% | Cambridgeshire<br>January 2004<br>1.7%<br>Cambridgeshire<br>Dec 2004 1.2%<br>Cambridgeshire<br>January 2003<br>1.7%<br>Cambridgeshire<br>December 2003<br>1.0% | SCDC: The unemployment rate in the District has remained consistently low.<br>CCC: ONS claimant count unemployment figures and rates. Unemployment in Cambridge and the county is relatively unchanged over the past year at historically low rates. | Nomis / CCC Research Group<br>ONS claimant count unemployment figures with CCC RG economically active denominator<br>Structure Plan AMR Indicator 1 |

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|   |   |   |   |                                     |                                 |   |   |
|---|---|---|---|-------------------------------------|---------------------------------|---|---|
|   | % residents aged 16-74 in employment working within 5km of home, or at home   | SCDC: 2001<br>37.2%<br>CCC: 2001<br>73%   | East of England<br>2001<br>46.5%<br>Cambridgeshire<br>2001<br>45% | N/a                                 | N/a                             | South Cambs has a relatively widespread population and more concentrated workplaces. People are on average travelling further to work than they did in 1991. Survey was not carried out for 2004. | Census of Population  |
| Support appropriate investment in people, places, communications and other infrastructure | Percentage of 15 year old pupils in schools maintained by the local authority achieving five or more GCSEs at grades A*-C or equivalent | SCDC: 2001<br>63.1%<br>CCC: 2004<br>51.4% | Cambridgeshire<br>2001<br>53.6%                                   | SCDC: no data<br>CCC: 2003<br>51.1% | Cambridgeshire<br>1998<br>52.0% |   | QofL /BV38 (County Council monitoring)<br>ELH County Monitoring |

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|   |  |  |  |   |  |   |  |
|---|--|--|--|---|--|---|--|
|   | Infrastructure investment (SCDC only)                        |  |  |   |  |   | County Monitoring. Structure Plan APR Indicator M: Investment secured for infrastructure and community facilities, including developer contributions for development that has an impact within the Plan area and the strategic improvements needed in the CSR<br>Currently no data available |
| Improve the efficiency, competitiveness, vitality and adaptability of the local economy | Annual net increase (or decrease) in VAT registered firms, % | SCDC: 2001/02<br>0.9%<br>CCC: 2002/03<br>-0.8% | Cambridgeshire 2001/02<br>1.2%<br>Cambridgeshire 2002/03<br>0.3% | SCDC: 2000/01<br>1.1%<br>CCC: 2001/02<br>0.3% | Cambridgeshire 2000/01<br>1.1%<br>Cambridgeshire 2001/02<br>2.1% | SCDC: From being significantly greater than the county rate in 1997/98, the South Cambs rate has steadily fallen and is now below the county rate<br>CCC: VAT stocks at the end of the year – percentage change from end of year to end of next year. Stocks in VAT registered businesses fell in Cambridge over 2003. Growth also fell across the County to just 0.3% in 2003. | NOMIS / CCC Research Group<br>VAT stocks at the end of the year – percentage change from end of year to end of next year<br>Structure Plan AMR Indicator 3   |



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|  |                                    |       |                       |     |     |  |  |
|--|------------------------------------|-------|-----------------------|-----|-----|--|--|
|  | Economic activity rate (SCDC only) | 83.7% | East of England 79.3% | N/a | N/a | South Cambs has very high rates of activity. However, as there are no higher education establishments in the district except part of Girton College (a part of Cambridge University), a significant proportion of young people leave home to study at university and so are not counted in either the numerator or denominator – so the rates are likely to be higher than average | Census of Pop / NOMIS / CCC Research Group Expressed as a percentage of the working age population |
|--|------------------------------------|-------|-----------------------|-----|-----|--|--|

## Appendix IV: Task B1 assessment matrices

### **B1 Scoring**

|   |   |
|---|---|
| + | Objectives are positively related   |
|   | No relation   |
| X | Objectives are negatively related   |
| ? | The relationship between the objectives is unknown or dependant on implementation |

### **B1 (also assessment of Policy NW1: Vision)**

| SA Objective | AAP Objective |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | Comments |   |
|--------------|---------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|----------|---|
|              | a             | b | c | d | e | f | g | h | i | j | k | l | m | n | o | p |          |   |
| 1.1          |               |   | + |   |   |   |   |   | + |   |   |   |   |   |   |   |          |   |
| 1.2          |               |   | + |   |   |   |   |   |   |   |   |   |   |   |   |   |          |   |
| 1.3          |               |   | + |   |   |   |   |   |   |   |   |   |   |   |   |   |          | No reference to water pollution   |
| 2.1          |               |   |   |   | ? |   |   |   |   |   |   |   |   |   |   |   | +        | Dependant on integration of SSSI into design  |
| 2.2          |               |   | + |   |   | + |   |   |   |   |   |   | + |   |   |   | +        | Open space provision should have positive effects on biodiversity.  |
| 2.3          |               |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |          | Possible inclusion in the objectives of access to wildlife and wild spaces, possibly in objective p or m. |
| 3.1          |               |   |   |   |   |   |   |   |   |   | + |   |   |   |   |   |          | Would benefit from including historic aspects of site and surrounds                                       |
| 3.2          |               |   |   |   |   | + |   |   |   |   | + | + |   |   |   |   |          |   |
| 3.3          | +             | + |   |   |   | + |   |   |   |   | + |   |   |   |   |   |          |   |
| 4.1          |               | + | + |   |   |   |   | + |   |   |   |   | + |   |   |   |          |   |

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|-----|--|--|--|---|--|--|--|--|--|---|--|--|--|--|---|--|--|--|--|--|--|--|---|
| 4.2 |  |  |  | ? |  |  |  |  |  |   |  |  |  |  |   |  |  |  |  |  | Recommend integrating waste in with natural resources  |  |   |
| 4.3 |  |  |  | + |  |  |  |  |  |   |  |  |  |  |   |  |  |  |  |  |  |  |   |
| 5.1 |  |  |  |   |  |  |  |  |  | + |  |  |  |  | + |  |  |  |  |  |  |  |   |
| 5.2 |  |  |  |   |  |  |  |  |  |   |  |  |  |  |   |  |  |  |  |  | No reference to open space. Recommend an addition to Objective g to include reducing crime, and the fear of crime. |  |   |
| 5.3 |  |  |  |   |  |  |  |  |  |   |  |  |  |  | + |  |  |  |  |  |  |  |   |
| 6.1 |  |  |  |   |  |  |  |  |  |   |  |  |  |  |   |  |  |  |  |  | +  |  |   |
| 6.2 |  |  |  |   |  |  |  |  |  |   |  |  |  |  |   |  |  |  |  |  | ?  | No explicit mention could amend e or f to include accessibility and inequity issues. |   |
| 6.3 |  |  |  |   |  |  |  |  |  |   |  |  |  |  | + |  |  |  |  |  |  |  |   |
| 6.4 |  |  |  |   |  |  |  |  |  |   |  |  |  |  |   |  |  |  |  |  | +  |  |   |
| 7.1 |  |  |  |   |  |  |  |  |  |   |  |  |  |  |   |  |  |  |  |  | +  |  |   |
| 7.2 |  |  |  |   |  |  |  |  |  |   |  |  |  |  |   |  |  |  |  |  | +  | +  | + |
| 7.3 |  |  |  |   |  |  |  |  |  |   |  |  |  |  |   |  |  |  |  |  | +  | +  |   |

## Appendix V: Preferred Options assessment matrices (Task B3 - B4)

## **B2 Scoring**

|           |  |
|-----------|--|
| <b>++</b> | Option will result in a positive impact on the SA Objective  |
| <b>+</b>  | The impact on the SA Objective is dependant on implementation, but if there were to be an impact it would most likely be positive. |
| <b>0</b>  | Neutral or negligible effect   |
| <b>X</b>  | The impact on the SA Objective is dependant on implementation, but if there were to be an impact it would most likely be negative. |
| <b>XX</b> | Option will result in a negative impact on the SA Objective  |
| <b>?</b>  | The relationship between the Option and the SA Objective is unknown, or there is not enough information to make an assessment.     |

## **Temporal Factors**

Certain assumptions have been made in order to add a temporal component to the assessment of the Preferred Options. We have defined the time periods as:

- Short-term: Site preparation and commencement of site works, including demolition, piling and construction of foundations. It is assumed that there are no residents on the site at this time.
- Medium-term: Medium-term: Based on the assumption that the residential development across the site will be developed and occupied and that the local centre will be provided.
- Long-term: Completed site with all uses fully operational and occupied.

## **Scoring**

Please note that in order to assess the plan as a whole, in some cases mitigation is covered through other policies. For instance Policy NW 5 – Housing Supply, will clearly have some effects on natural resource consumption and energy efficiency, which is mitigated through policies NW 24-25. In order to reduce repetition these have been referred to either in the Scoring section of the table (where the issues are addressed through multiple policies and so difficult to score) or through the comments section.

| Preferred Option Policy NW2: Development Principles |   |  |  |          |           |   |
|---|---|--|--|----------|-----------|---|
| SA Topic  | SA objectives   | Decision-making criteria   | Short-term                                 | Med-term | Long-term | Comments  |
| 1. Land and water resources                         | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?                         | XX   | XX       | X         | The proposed site will be built on land that has not been previously developed. There will be therefore much conversion of agricultural land in order for the development to go ahead.<br>The landscape to the North West, bordering the M11 is proposed to remain in agricultural use, any long-term plans should include requirements for the long term retention of this use.<br>Policy <b>NW5</b> seeks to ensure that homes are built to a high density, and so should go some way to ensuring that the development as a whole makes use of land efficiently |
|   |   | Will it use land efficiently?  | ?  | ?        | ?         | See assessment <b>NW4</b>   |
|   |   | Will it protect and enhance the best and most versatile agricultural land?   | XX   | XX       | X         |   |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption? | See assessment <b>NW24</b> and <b>NW25</b> |          |           |   |

|                 |  |   |  |    |    |  |
|-----------------|--|---|--|----|----|--|
|                 |  | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | See assessment <b>NW24</b> and <b>NW25</b> |    |    |  |
|                 | 1.3 Limit water consumption to levels supportable by natural processes and storage systems | Will it reduce water consumption?   | 0  | ++ | ++ | Policy should include references to reducing water demand.<br>See assessment <b>NW29</b>   |
|                 |  | Will it conserve ground water resources?  | 0  | +  | +  |  |
| 2. Biodiversity | 2.1 Avoid damage to designated sites and protected species                                 | Will it protect sites designated for nature conservation interest?                                      | +  | +  | ++ | The SSSI is present in the indicative plan for the site and is due to be retained and is mentioned explicitly in Policy <b>NW30</b> . Biodiversity is referred to throughout the AAP. The effects of construction on it's geological stability during construction is unknown but will need to be considered in the planning application   |
|                 | 2.2 Maintain and enhance the range and viability of characteristic habitats and species    | Will it conserve species, reversing declines, and help to enhance diversity?                            | X  | ?  | ?  | There will be a shift from agricultural land to semi-urban, the loss of this land and associated biodiversity including hedgerows needs to be considered in the long term with particular regard to foraging species from Washpit Brook and hedgerows. The SSSI will not be affected by any fragmentation due to its geological value rather than biodiversity. However the number of derelict buildings on site may provide good roosting habitat |
|                 |  | Will it reduce habitat fragmentation?   | ?  | ?  | ?  |  |

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|  |  |  |   |   |   |   |
|--|--|--|---|---|---|---|
|  |  | Will it help achieve Biodiversity Action Plan targets?   | ? | ? | ? | for birds and bats. Recommend a biodiversity survey on the site ASAP to support the Biodiversity Strategy; this will also need to include recommendations for the inclusion of BAP habitat and species.   |
| 2.3 Improve opportunities for people to access and appreciate wildlife and wild places |  | Will it improve access to wildlife, and wild places?   | ? | ? | ? | Actual flows in ingress/egress from the site is unknown, as is the quantity and type of open space.   |
|  |  | Will it maintain and, where possible, increase the area of high-quality green space in the District? | X | X | X | Will remove a significant proportion of agricultural land, that whilst not necessarily providing accessible spaces, does provide a atmosphere of Open Space Should be mitigated through Policy <b>NW23</b> .<br><br>Masterplan detail needed to assess. |
|  |  | Will it promote understanding and appreciation of wildlife?  | ? | ? | ? | Due to the nature of the development, access through may be restricted to non-university residents and visitors. There is one footpath on the site, which is to be retained. Should be mitigated through Policy <b>NW23</b> .                           |
|  |  | Will it improve access to the wider countryside through the network of public rights of way?         | X | X | X |   |



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|   |   |   |    |    |    |  |   |
|---|---|---|----|----|----|--|---|
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0  | 0  | 0  | The site is not in a conservation area, although it is adjacent to the Storey's Way Conservation Area, nor does it contain any listed buildings. |   |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | XX | ?  | +  |  | <p>Dependant on quantum and massing or proposals. Landscape character is clearly a significant issue both looking into Cambridge from the M11 approach, and looking out from the development over the countryside. It is uncertain at this stage what the development's effect will be on the Landscape Character.</p> <p>See assessment <b>NW4</b><br/>See Assessment <b>NW23</b></p> <p>See assessment <b>NW4</b></p> |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | ++ | ++ | ++ |  |   |
|   |   | Will it maintain and enhance the character of settlements?  | +  | ++ | ++ |  |   |

|                                 |   |   |  |   |    |   |
|---------------------------------|---|---|--|---|----|---|
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | XX   | X | ++ | In the short-term, demolition and construction impacts may result in a negative impact due to the general upheaval and landscape damage. However, in the long-term, with sensitive design, could provide a focal point for the community.   |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? | ?  | + | ++ |   |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | See assessment <b>NW24</b> and <b>NW25</b> |   |    | Element 3 prohibits development that would have an 'unacceptable adverse impact' on air quality<br>Element 3 prohibits development that would have an 'unacceptable adverse impact' on local transport movement<br>Element 4 prohibits development where levels of noise 'are unacceptable in relation to the nature of that development'.<br>Suggest the inclusion of receptors that will be occupying the site at different points of its construction, in addition to those currently present.<br>No mention of light pollution in design principles. Suggest integrating with Element 2 or 3.<br>Unknown, makes explicit reference to quality of ground water in Element 3. |
|                                 |   | Will it improve air quality?  | ?  | ? | ?  |   |
|                                 |   | Will it reduce traffic volumes?   | ?  | ? | ?  |   |
|                                 |   | Will it support travel by means other than the car?                                     | See assessment <b>NW11</b> – <b>NW19</b>   |   |    |   |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       | ?  | ? | ?  |   |
|                                 |   | Will it reduce or minimise light pollution?   | X  | X | X  |   |

|                        |   |   |    |    |    |   |
|------------------------|---|---|----|----|----|---|
|                        |   | Will it improve water quality including by reducing diffuse and point source water pollution? | ++ | ++ | ++ | See assessment <b>NW27</b> .  |
|                        | 4.2 Minimise waste production and support the recycling of waste products               | Will it reduce household waste?   | X  | X  | X  | Mention of integrated refuse and recycling facilities. <b>NW30</b> discusses the reuse of construction waste, however, inclusion should be made of a policy emphasising the need to drive up the waste hierarchy and the preference for designs that accomplish this. Overall probably a net increase in the amount of waste produced |
|                        |   | Will it increase waste recovery and recycling?  | ?  | ?  | ?  |   |
|                        | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence?       | ++ | ++ | ++ |   |
| 5. Healthy communities | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?  | 0  | 0  | 0  |   |
|                        |   | Will it encourage healthy lifestyles, including travel choices?                               | ?  | ?  | ?  |   |
|                        | 5.2 Reduce and prevent crime, and reduce the fear of crime                              | Will it reduce actual levels of crime?  | ++ | ++ | ++ | No particular mention of Open Space, should be included in the design principles.   |
|                        |   | Will it reduce fear of crime?   | ++ | ++ | ++ |   |

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|                          |  |  |   |   |   |  |
|--------------------------|--|--|---|---|---|--|
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?   | ? | ? | ? |  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | ? | ? | ? | Emphasis is on academic provision, as the site is university owned. There may be issues with local residents being excluded from new facilities if access is not made. Recommend that where appropriate (i.e. where local needs warrant) capacity should be made for use and access of the site facilities.  |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?           | ? | ? | ? | Limited non-university uses, emphasis is on academic provision, as the site is university owned. There may be issues with local residents being excluded from new facilities if access is not made. Recommend that where appropriate (i.e. where local needs warrant) capacity should be made for use and access of the site facilities.<br><br>Element 2 (h) provides for access to public transport, however does not explicitly state that the development will encourage alternatives to the car, although this is covered in the transport section of |

|   |  |   |    |    |    |   |
|---|--|---|----|----|----|---|
|   |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | +  | +  | +  | the AAP, specifically <b>NW11</b><br><br>Element 2 (h) provides for access to public transport. |
|   |  | Will it support and improve community and public transport?   | ++ | ++ | ++ |   |
| 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income |  | Will it improve relations between people from different backgrounds or social groups?   | ?  | ?  | ?  | Uncertain.  |
|   |  | Will it reduce poverty and social exclusion in those areas most affected?   | ?  | ?  | ?  | Uncertain.  |
|   |  | Will it promote accessibility for all members of society, including the elderly and disabled?   | ++ | ++ | ++ |   |

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|                     |   |   |   |   |   |   |
|---------------------|---|---|---|---|---|---|
|                     | 6.3 Ensure all groups have access to decent, appropriate and affordable housing         | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | + | + | + | High proportion of Key Worker housing for the university (50%) however, no provision for affordable housing for local residents, or social rented etc. The effect of this is dependant on the housing needs of Cambridge as a whole |
|                     |   | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |   |
|                     |   | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |   |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |   |
|                     |   | Will it encourage engagement with community activities?   | 0 | 0 | 0 |   |
| 7.Economic activity | 7.1 Help people gain access to satisfying work  | Will it encourage businesses development?   | + | + | + | Projected growth of the University, and the provision of R & D centres on the site should encourage new business.   |

|  |   |   |   |   |   |   |
|--|---|---|---|---|---|---|
|  | appropriate to their skills, potential and place of residence | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | ? | ? | ? | <p>The range of job opportunities will be limited to research based and aimed at the University, however, There may be some indirect employment in the service industries to cater for the development but this is unlikely to be significant or diverse. (There will also be employment generated in the local centre as acknowledged on page 46 of the SA)</p> <p>Key worker housing for researchers who work on the site will mean less reliance on commuting from the City to the site.</p> |
|  |   | Will it improve accessibility to local employment by means other than the car?  | + | + | + |   |
|  |   | Will it encourage the rural economy and diversification?  | ? | ? | ? |   |
| 7.2 Support appropriate investment in people, places, communication s and other infrastructure |   | Will it improve the level of investment in key community services and infrastructure?                                       | ? | ? | ? |   |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | ? | ? | ? |   |

|   |  |   |    |    |    |   |
|---|--|---|----|----|----|---|
|   |  | Will it improve access to education and training, and support provision of skilled employees to the economy?  | ++ | ++ | ++ |   |
| 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy |  | Will it improve business development and enhance competitiveness?   | +  | +  | +  | Projected growth of the University, and the provision of R & D centres on the site should encourage new business. |
|   |  | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | ++ | ++ | ++ |   |
|   |  | Will it support sustainable tourism?  | 0  | 0  | 0  |   |



|   |  |  |   |   |   |  |
|---|--|--|---|---|---|--|
|   |  | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres? | 0 | 0 | 0 |  |
| <p><b>Summary:</b><br/>Policy <b>NW2</b> is a series of development principles that set up a framework for the development of this site, that complement the individual subject based policies of the plan and should be read alongside them. Insofar as the appraisal is concerned, much of the impacts will be covered in other policies, and in order to prevent repetition, these are highlighted throughout the assessment and the scores match accordingly. It is important to note that by and large this development will have negative impacts but will also have positive impacts, and that these occur within an adopted planning framework. The impacts and possible tradeoffs are discussed in the main body of the SA Report.</p> <p>The Policy itself is a coherent set of principles, which should result in a sustainable development, provided that certain elements are strengthened, and that they are all adhered to. Additionally it will be important that the mitigative policies are adhered to.</p> |  |  |   |   |   |  |
| <p><b>Mitigation/Recommendations:</b><br/>The main area for change is in strengthening some of the principles already in place, and adding slight amendments to other Development Principles:</p> <ul style="list-style-type: none"> <li>Long-term protection of the Greenbelt should be included</li> <li>The biodiversity of the site needs to be appraised ASAP.</li> <li>Principle 3 or 4 should be amended to include light and light pollution</li> <li>Principle 2 (j) should be amended to “Provide integrated refuse and recycling facilities and reduce the amount of waste produced through good design.</li> <li>Principle 2 (f) should be amended to say “Enhance and protect the biodiversity...”</li> <li>Principle 3 (n) should be amended to say “On biodiversity, protected species, archaeological...”</li> </ul>  |  |  |   |   |   |  |

| Preferred Option Policy NW3: Implementing the Area Action Plan |   |   |            |          |           |                       |
|--|---|---|------------|----------|-----------|-----------------------|
| SA Topic   | SA objectives   | Decision-making criteria  | Short-term | Med-term | Long-term | Comments              |
| 1. Land and water resources                                    | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  |            |          |           | <b>Not assessable</b> |
|  |   | Will it use land efficiently?   |            |          |           |                       |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              |            |          |           |                       |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            |            |          |           | <b>Not assessable</b> |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? |            |          |           |                       |
|  | 1.3 Limit water consumption to levels   | Will it reduce water consumption?   |            |          |           | <b>Not assessable</b> |

|                 |   |  |  |                       |
|-----------------|---|--|--|-----------------------|
|                 | supportable by natural processes and storage systems                                    | Will it conserve ground water resources?   |  |                       |
| 2. Biodiversity | 2.1 Avoid damage to designated sites and protected species                              | Will it protect sites designated for nature conservation interest?                                   |  | <b>Not assessable</b> |
|                 | 2.2 Maintain and enhance the range and viability of characteristic habitats and species | Will it conserve species, reversing declines, and help to enhance diversity?                         |  | <b>Not assessable</b> |
|                 |   | Will it reduce habitat fragmentation?  |  |                       |
|                 |   | Will it help achieve Biodiversity Action Plan targets?   |  |                       |
|                 | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places  | Will it improve access to wildlife, and wild places?   |  | <b>Not assessable</b> |
|                 |   | Will it maintain and, where possible, increase the area of high-quality green space in the District? |  |                       |

|   |   |   |  |                       |
|---|---|---|--|-----------------------|
|   |   | Will it promote understanding and appreciation of wildlife?   |  |                       |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  |  |                       |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? |  | <b>Not assessable</b> |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  |  | <b>Not assessable</b> |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  |  |                       |

|                                 |   |   |  |                       |
|---------------------------------|---|---|--|-----------------------|
|                                 |   | Will it maintain and enhance the character of settlements?                              |  |                       |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? |  | <b>Not assessable</b> |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? |  |                       |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   |  | <b>Not assessable</b> |
|                                 |   | Will it improve air quality?  |  |                       |
|                                 |   | Will it reduce traffic volumes?   |  |                       |
|                                 |   | Will it support travel by means other than the car?                                     |  |                       |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       |  |                       |

|                        |   |   |  |                       |                       |
|------------------------|---|---|--|-----------------------|-----------------------|
|                        |   | Will it reduce or minimise light pollution?   |  |                       |                       |
|                        |   | Will it improve water quality including by reducing diffuse and point source water pollution? |  |                       |                       |
|                        | 4.2 Minimise waste production and support the recycling of waste products               | Will it reduce household waste?   |  |                       | <b>Not assessable</b> |
|                        |   | Will it increase waste recovery and recycling?  |  |                       |                       |
|                        | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence?       |  |                       | <b>Not assessable</b> |
| 5. Healthy communities | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?  |  | <b>Not assessable</b> |                       |
|                        |   | Will it encourage healthy lifestyles, including travel choices?                               |  |                       |                       |
|                        | 5.2 Reduce and prevent crime, and reduce the  | Will it reduce actual levels of crime?  |  | <b>Not assessable</b> |                       |

|                          |  |   |  |                       |
|--------------------------|--|---|--|-----------------------|
|                          | fear of crime  | Will it reduce fear of crime?   |  |                       |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  |  | <b>Not assessable</b> |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    |  | <b>Not assessable</b> |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              |  |                       |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? |  |                       |

|  |   |   |  |                       |
|--|---|---|--|-----------------------|
|  |   | Will it support and improve community and public transport?   |  |                       |
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   |  | <b>Not assessable</b> |
|  |   | Will it reduce poverty and social exclusion in those areas most affected?   |  |                       |
|  |   | Will it promote accessibility for all members of society, including the elderly and disabled?   |  |                       |
|  | 6.3 Ensure all groups have access to decent, appropriate and affordable housing               | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? |  | <b>Not assessable</b> |
|  |   | Will it reduce the number of unfit homes?   |  |                       |



|                     |  |   |  |                       |
|---------------------|--|---|--|-----------------------|
|                     |  | Will it meet the needs of the travelling community?   |  |                       |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  |  | <b>Not assessable</b> |
|                     |  | Will it encourage engagement with community activities?   |  |                       |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   |  | <b>Not assessable</b> |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? |  |                       |
|                     |  | Will it improve accessibility to local employment by means other than the car?  |  |                       |
|                     |  | Will it encourage the rural economy and diversification?  |  |                       |

|  |   |  |  |                       |
|--|---|--|--|-----------------------|
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?                        |  | <b>Not assessable</b> |
|  |   | Will it support provision of key communications infrastructure, including broadband?                         |  |                       |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy? |  |                       |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of                     | Will it improve business development and enhance competitiveness?  |  | <b>Not assessable</b> |

|   |                   |   |  |  |
|---|-------------------|---|--|--|
|   | the local economy | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? |  |  |
|   |                   | Will it support sustainable tourism?  |  |  |
|   |                   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  |  |  |
| <p><b>Summary:</b><br/>                 This Policy prescribes documentation and requirements for the planning application. It is welcomed that a Masterplan is to be produced to guide the outline planning application and that Design Codes will also be developed. This should all contribute to a good overall design.</p> |                   |   |  |  |
| <p><b>Mitigation/Recommendations:</b><br/>                 None proposed</p>  |                   |   |  |  |

| Preferred Option Policy NW4: Site and Setting |   |   |  |          |           |   |
|---|---|---|--|----------|-----------|---|
| SA Topic                                      | SA objectives   | Decision-making criteria  | Short-term                                 | Med-term | Long-term | Comments  |
| 1. Land and water resources                   | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | XX   | 0        | 0         | The change of the use of the site will have an immediate impact in the loss of agricultural land on the site.<br>It is intended to preserve the agricultural land to the North West of the 20m contour as a buffer between the site and the M11, and as a transitional landscape that remains in the foreground when viewed from the M11. |
|   |   | Will it use land efficiently?   | ?  | ?        | ?         |   |
|   |   | Will it protect and enhance the best and most versatile agricultural land?                              | XX   | +        | +         |   |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | See assessment <b>NW24</b> and <b>NW25</b> |          |           |   |
|   |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | See assessment <b>NW24</b> and <b>NW25</b> |          |           |   |
|   | 1.3 Limit water consumption to levels   | Will it reduce water consumption?   | See assessment <b>NW26</b> – <b>NW29</b>   |          |           |   |

|  |   |  |                                   |   |   |   |
|--|---|--|-----------------------------------|---|---|---|
|  | supportable by natural processes and storage systems                                    | Will it conserve ground water resources?                                     | See assessment <b>NW26 – NW29</b> |   |   |   |
| 2. Biodiversity  | 2.1 Avoid damage to designated sites and protected species                              | Will it protect sites designated for nature conservation interest?           | +                                 | + | + | SSSI mentioned explicitly in Policy <b>NW30</b> , and biodiversity is referred to throughout the AAP. Furthermore the site is indicated in the concept design to be retained. |
|  | 2.2 Maintain and enhance the range and viability of characteristic habitats and species | Will it conserve species, reversing declines, and help to enhance diversity? | ?                                 | ? | ? | Unknown until the Masterplan detail is available, however, <b>Policy NW2</b> should ensure that no negative impacts on biodiversity should be felt.                           |
|  |   | Will it reduce habitat fragmentation?  | ?                                 | ? | ? |   |
|  |   | Will it help achieve Biodiversity Action Plan targets?                       | ?                                 | ? | ? |   |
|  | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places  | Will it improve access to wildlife, and wild places?                         | 0                                 | + | + | See assessment <b>NW23</b>  |
| Will it maintain and, where possible, increase the area of high-quality green space in the District? |   | 0  | +                                 | + |   |   |

|   |   |   |    |    |    |   |
|---|---|---|----|----|----|---|
|   |   | Will it promote understanding and appreciation of wildlife?   | 0  | +  | +  |   |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0  | ?  | ?  |   |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0  | 0  | 0  | The site is not in a conservation area, although it is adjacent to the Storeys Way conservation area, nor does it contain listed buildings.   |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | XX | ?  | +  | The construction phase of the development will most likely result in negative impacts on the surrounding receptors, this is likely to continue in the medium term with the site being partly occupied and more receptors therefore being exposed. A Code of Construction Practice may go some way to mitigating for this. |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | ++ | ++ | ++ | The policy background specifically identified the retention of the strategic gap and the creation of open spaces.<br>The policy specifically mentions the 20m   |

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|                                 |   |   |   |   |    |   |
|---------------------------------|---|---|---|---|----|---|
|                                 |   | Will it maintain and enhance the character of settlements?                              | +   | ++  | ++ | contour that should ensure the sensitive design of the site and prevent highly significant impacts occurring. |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | 0   | 0   | 0  |   |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? | 0   | 0   | 0  |   |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | See assessment of <b>NW24</b> and <b>NW25</b> |   |    | See assessment of <b>NW2</b>  |
|                                 |   | Will it improve air quality?  | ?   | ?   | ?  |   |
|                                 |   | Will it reduce traffic volumes?   | See assessment of <b>NW11 - 19</b>            |   |    | See assessment of <b>NW2</b><br><br>See assessment for <b>NW2</b>   |
|                                 |   | Will it support travel by means other than the car?                                     | See assessment of <b>NW11 - 19</b>            |   |    |   |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       | ?   | ?   | ?  |   |
|                                 |   |   |   | Will it reduce or minimise light pollution? | X  | X   |

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|                        |   |   |    |    |    |  |
|------------------------|---|---|----|----|----|--|
|                        |   | Will it improve water quality including by reducing diffuse and point source water pollution? | ?  | ?  | ?  |  |
|                        | 4.2 Minimise waste production and support the recycling of waste products               | Will it reduce household waste?   | 0  | 0  | 0  |  |
|                        |   | Will it increase waste recovery and recycling?  | 0  | 0  | 0  |  |
|                        | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence?       | 0  | ++ | ++ | The site does not lie in a Flood Risk Zone, however, it may need to undertake a surface water Flood Risk Assessment due to its change of use. See assessment <b>NW26</b> . |
| 5. Healthy communities | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?  | 0  | 0  | 0  |  |
|                        |   | Will it encourage healthy lifestyles, including travel choices?                               | 0  | 0  | 0  |  |
|                        | 5.2 Reduce and prevent crime, and reduce the fear of crime                              | Will it reduce actual levels of crime?  | ++ | ++ | ++ | See assessment <b>NW2</b>  |
|                        |   | Will it reduce fear of crime?   | ++ | ++ | ++ |  |



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|                          |  |   |                                       |    |    |  |
|--------------------------|--|---|---------------------------------------|----|----|--|
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  | ++                                    | ++ | ++ | Strategic gap will be retained through out and used to create open space an amenity areas upon completion. See also assessment <b>NW23</b> . |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | 0                                     | ++ | ++ | See assessment <b>NW21</b>   |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | See assessment <b>NW21 &amp; NW22</b> |    |    |  |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | See assessment <b>NW11 – NW19</b>     |    |    |  |

|   |   |   |                                   |    |                           |  |
|---|---|---|-----------------------------------|----|---------------------------|--|
|   |   | Will it support and improve community and public transport? | See assessment <b>NW11 – NW19</b> |    |                           |  |
| 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0   | 0                                 | 0  | See assessment <b>NW2</b> |  |
|   | Will it reduce poverty and social exclusion in those areas most affected?   | 0   | 0                                 | 0  |                           |  |
|   | Will it promote accessibility for all members of society, including the elderly and disabled?   | ++  | ++                                | ++ |                           |  |
| 6.3 Ensure all groups have access to decent, appropriate and affordable housing               | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0   | +                                 | ++ | See assessment <b>NW5</b> |  |

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|                     |  |   |                                   |   |   |  |
|---------------------|--|---|-----------------------------------|---|---|--|
|                     |  | Will it reduce the number of unfit homes?   | 0                                 | 0 | 0 |  |
|                     |  | Will it meet the needs of the travelling community?   | 0                                 | 0 | 0 |  |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0                                 | 0 | 0 |  |
|                     |  | Will it encourage engagement with community activities?   | 0                                 | 0 | 0 |  |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | See assessment <b>NW8 and NW9</b> |   |   |  |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | See assessment <b>NW8 and NW9</b> |   |   |  |
|                     |  | Will it improve accessibility to local employment by means other than the car?  | See assessment <b>NW11 – NW19</b> |   |   |  |

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|--|---|--|--|---|---|--|
|  |   | Will it encourage the rural economy and diversification?   | 0  | 0 | 0 |  |
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?                        | 0  | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?                         | 0  | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy? | 0  | 0 | 0 |  |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of                     | Will it improve business development and enhance competitiveness?  | See assessment <b>NW8</b> and <b>NW9</b> |   |   |  |

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|  |                   |   |   |   |   |  |
|--|-------------------|---|---|---|---|--|
|  | the local economy | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |  |
|  |                   | Will it support sustainable tourism?  | 0 | 0 | 0 |  |
|  |                   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |  |

**Summary:**

This policy focuses on the site itself (footprint and size) as well as its location in the wider Cambridge area. In some respects, whether or not the site is being used in the most efficient manner is irrelevant, due to the identification of this site as essential for the University's development. However, the development will not be without its impacts, positive and negative. The site will change character from predominantly rural to semi urban, having a detrimental impact on the landscape character that could be somewhat mitigated through design. There will also be a change of use from agricultural to residential and economic uses, however, as the land is currently a University farm, the economic gains should outweigh those lost through the change of use. Additional issues may arise from the increased non-permeable covering of the site and associated risks of surface water flooding. The mitigation of the impacts associated with its siting and footprint will necessarily need to be discharged at the Masterplan level of detail and are covered in the other policy assessments.

**Mitigation/Recommendations:**

Policy should be reworded to read:

“to ensure separation is maintained between Cambridge and Girton village and to provide a central open space for biodiversity, landscape, recreation and amenity, whilst ensuring a cohesive and sustainable form of development.”

| Preferred Option Policy NW5: Housing supply |   |   |   |          |           |   |
|---|---|---|---|----------|-----------|---|
| SA Topic                                    | SA objectives   | Decision-making criteria  | Short-term                                  | Med-term | Long-term | Comments  |
| 1. Land and water resources                 | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0   | 0        | 0         | Housing density set at 50 dwellings/ha, exceeding the minimum required by PPS3. |
|   |   | Will it use land efficiently?   | ++  | ++       | ++        |   |
|   |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0   | 0        | 0         |   |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | See assessments <b>NW24</b> and <b>NW25</b> |          |           |   |
|   |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | See assessments <b>NW24</b> and <b>NW25</b> |          |           |   |
|   | 1.3 Limit water consumption to levels   | Will it reduce water consumption?   | ?   | X        | X         | See assessments <b>NW26 - NW 29</b>   |

|  |   |  |   |   |   |  |
|--|---|--|---|---|---|--|
|  | supportable by natural processes and storage systems                                    | Will it conserve ground water resources?                                     | ? | X | X | See assessments <b>NW26 - NW 29</b>  |
| 2. Biodiversity  | 2.1 Avoid damage to designated sites and protected species                              | Will it protect sites designated for nature conservation interest?           | 0 | 0 | 0 |  |
|  | 2.2 Maintain and enhance the range and viability of characteristic habitats and species | Will it conserve species, reversing declines, and help to enhance diversity? | ? | ? | ? | The SSSI is to be preserved. Any other biodiversity or nature conservation attributes should fall under <b>NW2 (2 &amp; 3)</b> . Further detail will be needed at Masterplan level in order to identify impacts. |
|  |   | Will it reduce habitat fragmentation?  | ? | ? | ? |  |
|  |   | Will it help achieve Biodiversity Action Plan targets?                       | ? | ? | ? |  |
|  | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places  | Will it improve access to wildlife, and wild places?                         | 0 | + | + | See assessment <b>NW23</b> .   |
| Will it maintain and, where possible, increase the area of high-quality green space in the District? |   | 0  | + | + |   |  |



|   |   |   |    |   |   |  |
|---|---|---|----|---|---|--|
|   |   | Will it promote understanding and appreciation of wildlife?   | 0  | + | + |  |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0  | ? | ? |  |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0  | 0 | 0 |  |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | XX | X | ? | Construction of the site will have a negative impact on the landscape character, however, this will only be temporary. The long-term impact is unknown at this stage as there is not enough information regarding the design. It will retain the strategic gap, using it for open space, amenity and recreation. Dependant on detailed design. |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | ?  | ? | + |  |

|                                 |   |   |   |    |    |   |
|---------------------------------|---|---|---|----|----|---|
|                                 |   | Will it maintain and enhance the character of settlements?                              | ?   | ?  | ?  |   |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | ?   | ?  | ?  | May negatively effect existing local residents and sensitive visual receptors, particularly over the short-medium term.<br>Implicit in policy.  |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? | ++  | ++ | ++ |   |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | See assessments <b>NW24</b> and <b>NW25</b> |    |    | Dependant on mitigation, but construction and construction traffic, in addition to the additional cars using the site will create overall increases in traffic numbers and may contribute to poorer air quality.<br>Increase construction traffic in the short and medium term, combined with additional traffic during operation, unless the development can be made 'car neutral'.<br>Dependant on design, however NW2 prohibits developments that will have <i>unacceptable</i> noise levels. Construction traffic likely to have negative effects<br>Dependant on design, most likely to generate more light pollution however. Light assessment required in NW2 should minimise these effects. |
|                                 |   | Will it improve air quality?  | X   | X  | X  |   |
|                                 |   | Will it reduce traffic volumes?   | XX  | XX | XX |   |
|                                 |   | Will it support travel by means other than the car?                                     | See assessments <b>NW11</b> – <b>NW19</b>   |    |    |   |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       | ?   | ?  | ?  |   |
|                                 |   | Will it reduce or minimise light pollution?   | X   | X  | X  |   |

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|------------------------|---|---|----|----|----|---|
|                        |   | Will it improve water quality including by reducing diffuse and point source water pollution? | ?  | ?  | ?  | Dependant on design   |
|                        | 4.2 Minimise waste production and support the recycling of waste products               | Will it reduce household waste?   | X  | X  | X  | Overall net increase in waste production.   |
|                        |   | Will it increase waste recovery and recycling?  | ?  | ?  | ?  | See Policies <b>NW2</b> , <b>NW30</b> and <b>NW33</b> .   |
|                        | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence?       | 0  | ++ | ++ | See assessment <b>NW26</b>  |
| 5. Healthy communities | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?  | 0  | 0  | 0  |   |
|                        |   | Will it encourage healthy lifestyles, including travel choices?                               | 0  | 0  | 0  |   |
|                        | 5.2 Reduce and prevent crime, and reduce the fear of crime                              | Will it reduce actual levels of crime?  | ++ | ++ | ++ | May increase as there will be more opportunity for crime through student accommodation and housing. Address in part through <b>NW2 c</b> and i) |
|                        |   | Will it reduce fear of crime?   | ++ | ++ | ++ | Dependant on design.  |

|                          |  |   |  |   |   |  |
|--------------------------|--|---|--|---|---|--|
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  | XX   | X | + | Assuming that during construction periods there will be limited to no access to the open space due to health and safety reasons. However, over a longer time period access may be retained but this detail is not currently available. |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | See assessments <b>NW10 – 18</b> and <b>NW20</b> and <b>21</b> |   |   | Having students and staff on site will reduce the transport demands all round.   |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | See assessments <b>NW10 – 18</b> and <b>NW20</b> and <b>21</b> |   |   |  |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | ?  | ? | + |  |

|   |  |   |    |    |    |   |
|---|--|---|----|----|----|---|
|   |  | Will it support and improve community and public transport?   | 0  | 0  | 0  |   |
| 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income |  | Will it improve relations between people from different backgrounds or social groups?   | ?  | ?  | ?  | Refer to <b>NW2</b> accessibility principles.   |
|   |  | Will it reduce poverty and social exclusion in those areas most affected?   | ?  | ?  | ?  |   |
|   |  | Will it promote accessibility for all members of society, including the elderly and disabled?   | ++ | ++ | ++ |   |
| 6.3 Ensure all groups have access to decent, appropriate and affordable housing               |  | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0  | +  | ++ | A higher than currently required level of affordable housing is proposed, 50% as opposed to the current level of 40%. This will all be allocated for (University) key workers. See <b>NW6</b> for further assessment on Affordable Housing. |

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|---------------------|--|---|---|----|----|---|
|                     |  | Will it reduce the number of unfit homes?   | 0 | 0  | 0  |   |
|                     |  | Will it meet the needs of the travelling community?   | 0 | 0  | 0  |   |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0  | 0  |   |
|                     |  | Will it encourage engagement with community activities?   | 0 | 0  | 0  |   |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0  | 0  | A significant proportion of University staff and students will be located on/near their site of work. |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0  | 0  |   |
|                     |  | Will it improve accessibility to local employment by means other than the car?  | 0 | ++ | ++ |   |

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|---|--|--|---|----|----|--|
|   |  | Will it encourage the rural economy and diversification?   | 0 | 0  | 0  |  |
| 7.2 Support appropriate investment in people, places, communications and other infrastructure |  | Will it improve the level of investment in key community services and infrastructure?                        | + | +  | +  | S106 moneys may be able to be used to fund investment in areas of need.<br><br>To the users of the site, it is assumed this will be as standard.<br><br>Implicit   |
|   |  | Will it support provision of key communications infrastructure, including broadband?                         | 0 | ++ | ++ |  |
|   |  | Will it improve access to education and training, and support provision of skilled employees to the economy? | 0 | ++ | ++ |  |
| 7.3 Improve the efficiency, competitiveness, vitality and adaptability of                     |  | Will it improve business development and enhance competitiveness?  | 0 | +  | ++ | Increased levels of quality housing will induce increased interest both from the business community, either for working in Cambridge or further a field, or for prospective University staff who will have increased access to |

|  |                   |   |   |   |    |                      |
|--|-------------------|---|---|---|----|----------------------|
|  | the local economy | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | + | ++ | affordable; housing. |
|  |                   | Will it support sustainable tourism?  | 0 | 0 | 0  |                      |
|  |                   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0  |                      |
| <b>Summary:</b><br>The policy sets out an ambitious target of 50% affordable housing on site, which will create a number of positive impacts, notably meeting the University's need for student and staff accommodation and inducing investment/skills from other areas. Consideration should be given to possible negative effects of lighting (a lighting assessment is required, however, any application should treat this as a sensitive issue), the nature and form of the proposed dwellings, levels of traffic increase and its associated impacts on air quality and general accessibility to open space and other amenity areas during construction. |                   |   |   |   |    |                      |



**Mitigation/Recommendations:**

None proposed. **NW12** requires a transport assessment to be submitted. Particular emphasis should be made on construction and site traffic, induced traffic to the site and possible synergistic effects. Policies **NW11 - NW19** should address this.

Any application should address, in detail, access arrangements to the open space/amenity space during the lifetime of the site.

| Preferred Option Policy NW6: Affordable housing |   |   |            |          |           |          |
|---|---|---|------------|----------|-----------|----------|
| SA Topic  | SA objectives   | Decision-making criteria  | Short-term | Med-term | Long-term | Comments |
| 1. Land and water resources                     | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |          |
|   |   | Will it use land efficiently?   | 0          | 0        | 0         |          |
|   |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |          |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |          |
|   |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |          |
|   | 1.3 Limit water consumption to levels   | Will it reduce water consumption?   | 0          | 0        | 0         |          |

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|                 | supportable by natural processes and storage systems                                    | Will it conserve ground water resources?   | 0 | 0 | 0 |  |
| 2. Biodiversity | 2.1 Avoid damage to designated sites and protected species                              | Will it protect sites designated for nature conservation interest?                                   | 0 | 0 | 0 |  |
|                 | 2.2 Maintain and enhance the range and viability of characteristic habitats and species | Will it conserve species, reversing declines, and help to enhance diversity?                         | 0 | 0 | 0 |  |
|                 |   | Will it reduce habitat fragmentation?  | 0 | 0 | 0 |  |
|                 |   | Will it help achieve Biodiversity Action Plan targets?   | 0 | 0 | 0 |  |
|                 | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places  | Will it improve access to wildlife, and wild places?   | 0 | 0 | 0 |  |
|                 |   | Will it maintain and, where possible, increase the area of high-quality green space in the District? | 0 | 0 | 0 |  |

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|   |   | Will it promote understanding and appreciation of wildlife?   | 0 | 0 | 0 |  |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |  |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | 0 | 0 |  |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | 0 | 0 |  |

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|---------------------------------|---|---|---|---|---|--|
|                                 |   | Will it maintain and enhance the character of settlements?                              | 0 | 0 | 0 |  |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | 0 | 0 | 0 |  |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? | 0 | 0 | 0 |  |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | 0 | 0 |  |
|                                 |   | Will it improve air quality?  | 0 | 0 | 0 |  |
|                                 |   | Will it reduce traffic volumes?   | 0 | 0 | 0 |  |
|                                 |   | Will it support travel by means other than the car?                                     | 0 | 0 | 0 |  |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       | 0 | 0 | 0 |  |
|                                 |   | Will it reduce or minimise light pollution?   | 0 | 0 | 0 |  |

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|------------------------|---|---|---|---|---|--|
|                        |   | Will it improve water quality including by reducing diffuse and point source water pollution? | 0 | 0 | 0 |  |
|                        | 4.2 Minimise waste production and support the recycling of waste products               | Will it reduce household waste?   | 0 | 0 | 0 |  |
|                        |   | Will it increase waste recovery and recycling?  | 0 | 0 | 0 |  |
|                        | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence?       | 0 | 0 | 0 |  |
| 5. Healthy communities | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?  | 0 | 0 | 0 |  |
|                        |   | Will it encourage healthy lifestyles, including travel choices?                               | 0 | 0 | 0 |  |
|                        | 5.2 Reduce and prevent crime, and reduce the fear of crime                              | Will it reduce actual levels of crime?  | 0 | 0 | 0 |  |
|                        |   | Will it reduce fear of crime?   | 0 | 0 | 0 |  |

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|--------------------------|--|---|---|---|---|--|
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  | 0 | 0 | 0 |  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | 0 | 0 |  |

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|   |  |   |   |   |    |   |
|---|--|---|---|---|----|---|
|   |  | Will it support and improve community and public transport?   | 0 | 0 | 0  |   |
| 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income |  | Will it improve relations between people from different backgrounds or social groups?   | ? | ? | ?  | Dependant on the needs Cambridge wide. Could be viewed by other residents who cannot afford housing as exclusive  |
|   |  | Will it reduce poverty and social exclusion in those areas most affected?   | ? | ? | ?  |   |
|   |  | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0  |   |
| 6.3 Ensure all groups have access to decent, appropriate and affordable housing               |  | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | + | ++ | Affordable housing level set at 50%, this is above the current requirement for 40%. This clearly results in a positive impact on the provision of affordable housing for a specific section of the community (key workers for the University) |
|   |  | Will it reduce the number of unfit homes?   | 0 | 0 | 0  |   |



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|                     |  |   |   |   |   |  |
|---------------------|--|---|---|---|---|--|
|                     |  | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |  |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |  |
|                     |  | Will it encourage engagement with community activities?   | 0 | 0 | 0 |  |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0 | 0 |  |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0 | 0 |  |
|                     |  | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |  |
|                     |  | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |  |

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|  |   |  |   |   |   |  |
|--|---|--|---|---|---|--|
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?                        | 0 | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?                         | 0 | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy? | 0 | 0 | 0 |  |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of                     | Will it improve business development and enhance competitiveness?  | 0 | 0 | 0 |  |

|   |                   |   |   |   |    |          |
|---|-------------------|---|---|---|----|----------|
|   | the local economy | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | + | ++ | housing. |
|   |                   | Will it support sustainable tourism?  | 0 | 0 | 0  |          |
|   |                   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0  |          |
| <b>Summary:</b><br>The policy sets a 50% target for the provision of affordable housing on this site. The affordable housing is proposed to consist of housing for key workers in its entirety. This has clear positive impacts in providing affordable housing in Cambridge and secondary impacts in creating an atmosphere in which further investment and employment can thrive. |                   |   |   |   |    |          |
| <b>Mitigation/Recommendations:</b><br>None proposed   |                   |   |   |   |    |          |

| Preferred Option Policy NW7: Balanced and Sustainable Communities |   |   |            |          |           |          |
|---|---|---|------------|----------|-----------|----------|
| SA Topic  | SA objectives   | Decision-making criteria  | Short-term | Med-term | Long-term | Comments |
| 1. Land and water resources                                       | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |          |
|   |   | Will it use land efficiently?   | 0          | 0        | 0         |          |
|   |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |          |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |          |
|   |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |          |
|   | 1.3 Limit water consumption to levels   | Will it reduce water consumption?   | 0          | 0        | 0         |          |

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|                 |   |  |   |   |   |  |
|-----------------|---|--|---|---|---|--|
|                 | supportable by natural processes and storage systems                                    | Will it conserve ground water resources?   | 0 | 0 | 0 |  |
| 2. Biodiversity | 2.1 Avoid damage to designated sites and protected species                              | Will it protect sites designated for nature conservation interest?                                   | 0 | 0 | 0 |  |
|                 | 2.2 Maintain and enhance the range and viability of characteristic habitats and species | Will it conserve species, reversing declines, and help to enhance diversity?                         | 0 | 0 | 0 |  |
|                 |   | Will it reduce habitat fragmentation?  | 0 | 0 | 0 |  |
|                 |   | Will it help achieve Biodiversity Action Plan targets?   | 0 | 0 | 0 |  |
|                 | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places  | Will it improve access to wildlife, and wild places?   | 0 | 0 | 0 |  |
|                 |   | Will it maintain and, where possible, increase the area of high-quality green space in the District? | 0 | 0 | 0 |  |

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|   |   |   |   |   |   |  |
|---|---|---|---|---|---|--|
|   |   | Will it promote understanding and appreciation of wildlife?   | 0 | 0 | 0 |  |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |  |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | 0 | 0 |  |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | 0 | 0 |  |

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|                                 |   |   |   |    |    |   |
|---------------------------------|---|---|---|----|----|---|
|                                 |   | Will it maintain and enhance the character of settlements?                              | 0   | 0  | 0  |   |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | X   | +  | ++ | During construction there may be general dissatisfaction with the area. However, in the long-term the housing and tenure mix should have a positive effect.   |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? | 0   | 0  | 0  |   |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | See assessments <b>NW24</b> and <b>NW25</b> |    |    | Will overall contribute to a net increase in emissions, unless carbon neutral/ zero carbon<br>Dependant on mitigation, but construction and construction traffic, in addition to the additional cars using the site may contribute to poorer air quality.<br><br>Increase construction traffic in the short and medium term, combined with additional traffic during operation, unless the development can be made 'car neutral'. See assessment <b>NW11 – NW19</b> .<br><br>See <b>NW2</b> .<br><br>Dependant on design, most likely to generate more light pollution however. <b>NW2</b> and the requirement of a light assessment should help minimise the effect. |
|                                 |   | Will it improve air quality?  | ?   | ?  | ?  |   |
|                                 |   | Will it reduce traffic volumes?   | XX  | XX | XX |   |
|                                 |   | Will it support travel by means other than the car?                                     | ?   | ++ | ++ |   |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       | ?   | ?  | ?  |   |
|                                 |   | Will it reduce or minimise light pollution?   | X   | X  | X  |   |

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|                        |   |   |   |   |   |   |
|------------------------|---|---|---|---|---|---|
|                        |   | Will it improve water quality including by reducing diffuse and point source water pollution? | ? | ? | ? | Dependant on design   |
|                        | 4.2 Minimise waste production and support the recycling of waste products               | Will it reduce household waste?   | X | X | X | Overall net increase in waste production  |
|                        |   | Will it increase waste recovery and recycling?  | ? | ? | ? | See Policies <b>NW2</b> , <b>NW30</b> and <b>NW33</b> .<br><br>See assessment <b>NW26</b> . |
|                        | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence?       | 0 | 0 | 0 |   |
| 5. Healthy communities | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?  | 0 | 0 | 0 |   |
|                        |   | Will it encourage healthy lifestyles, including travel choices?                               |   |   |   |   |
|                        | 5.2 Reduce and prevent crime, and reduce the fear of crime                              | Will it reduce actual levels of crime?  | 0 | 0 | 0 |   |
|                        |   | Will it reduce fear of crime?   | 0 | 0 | 0 |   |



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|                          |  |   |   |   |   |  |
|--------------------------|--|---|---|---|---|--|
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  | 0 | 0 | 0 |  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | 0 | 0 |  |

|   |  |   |   |    |    |  |
|---|--|---|---|----|----|--|
|   |  | Will it support and improve community and public transport?   | 0 | 0  | 0  |  |
| 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income |  | Will it improve relations between people from different backgrounds or social groups?   | ? | ?  | ?  | Housing is for university staff                                      |
|   |  | Will it reduce poverty and social exclusion in those areas most affected?   | ? | ?  | ?  |  |
|   |  | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | ++ | ++ | Implicit – Section 2 includes a Lifetime Homes Standards Requirement |
| 6.3 Ensure all groups have access to decent, appropriate and affordable housing               |  | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | +  | ++ | See appraisal <b>NW6</b> .   |
|   |  | Will it reduce the number of unfit homes?   | 0 | 0  | 0  |  |

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|                     |  |   |   |   |   |  |
|---------------------|--|---|---|---|---|--|
|                     |  | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |  |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |  |
|                     |  | Will it encourage engagement with community activities?   | 0 | 0 | 0 |  |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0 | 0 |  |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0 | 0 |  |
|                     |  | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |  |
|                     |  | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |  |

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|  |   |  |   |   |   |  |
|--|---|--|---|---|---|--|
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?                        | 0 | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?                         | 0 | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy? | 0 | 0 | 0 |  |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of                     | Will it improve business development and enhance competitiveness?  | 0 | 0 | 0 |  |

|  |                   |   |   |   |   |
|--|-------------------|---|---|---|---|
|  | the local economy | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |
|  |                   | Will it support sustainable tourism?  | 0 | 0 | 0 |
|  |                   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |

**Summary:**

This policy addresses the balance of the site as whole in regard to it being a 'sustainable community'. This policy address the 'nature' of the site in its final state, concentrating on the distribution, quality and accessibility of housing. With this in mind it performs well in providing a high level of affordable housing, with a mix of types size and tenures catering for both key workers and market housing. The student housing is intended to be separate from the Key Worker and market housing, and to be car free in line with assumed University polices. This separation should ensure there is no conflict between the students, with different working hours and social habits and the other residents.

**Mitigation/Recommendations:**

Background paragraph 4.9 should be amended to clarify the University's position on 'car free', and in particular their policy for this site.

| Preferred Option Policy NW8: Employment uses |   |   |   |          |           |          |
|--|---|---|---|----------|-----------|----------|
| SA Topic                                     | SA objectives   | Decision-making criteria  | Short-term                                  | Med-term | Long-term | Comments |
| 1. Land and water resources                  | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0   | 0        | 0         |          |
|  |   | Will it use land efficiently?   | 0   | 0        | 0         |          |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0   | 0        | 0         |          |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | See assessments <b>NW24</b> and <b>NW25</b> |          |           |          |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | See assessments <b>NW24</b> and <b>NW25</b> |          |           |          |
|  | 1.3 Limit water consumption to levels   | Will it reduce water consumption?   | See assessments <b>NW26</b> - <b>NW29</b>   |          |           |          |

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|                    |   |  |  |   |   |  |
|--------------------|---|--|--|---|---|--|
|                    | supportable by natural processes and storage systems                                    | Will it conserve ground water resources?   | See assessments <b>NW26</b><br>- <b>NW29</b> |   |   |  |
| 2.<br>Biodiversity | 2.1 Avoid damage to designated sites and protected species                              | Will it protect sites designated for nature conservation interest?                                   | 0  | 0 | 0 |  |
|                    | 2.2 Maintain and enhance the range and viability of characteristic habitats and species | Will it conserve species, reversing declines, and help to enhance diversity?                         | 0  | 0 | 0 |  |
|                    |   | Will it reduce habitat fragmentation?  | 0  | 0 | 0 |  |
|                    |   | Will it help achieve Biodiversity Action Plan targets?   | 0  | 0 | 0 |  |
|                    | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places  | Will it improve access to wildlife, and wild places?   | 0  | 0 | 0 |  |
|                    |   | Will it maintain and, where possible, increase the area of high-quality green space in the District? | 0  | 0 | 0 |  |

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|   |   |   |   |   |   |  |
|---|---|---|---|---|---|--|
|   |   | Will it promote understanding and appreciation of wildlife?   | 0 | 0 | 0 |  |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |  |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | 0 | 0 |  |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | 0 | 0 |  |



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|                                 |   |   |                                      |    |    |   |
|---------------------------------|---|---|--------------------------------------|----|----|---|
|                                 |   | Will it maintain and enhance the character of settlements?                              | 0                                    | 0  | 0  |   |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | 0                                    | 0  | 0  |   |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? | 0                                    | 0  | 0  |   |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | See assessments <b>NW24 &amp; 25</b> |    |    |   |
|                                 |   | Will it improve air quality?  | ?                                    | ?  | ?  | Actual air quality is unlikely to improve given the quantum of new development and associated transport movements.                                  |
|                                 |   | Will it reduce traffic volumes?   | XX                                   | XX | XX | Actual transport figures will most probably increase given the change of use and the quantum of new development and associated transport movements. |
|                                 |   | Will it support travel by means other than the car?                                     | +                                    | ++ | ++ | Implicit – see Policies <b>NW10 – 18</b> .  |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       | ?                                    | ?  | ?  | Actual noise levels will probably increase, but significance will depend on background noise, design and mitigation.                                |
|                                 |   | Will it reduce or minimise light pollution?   | X                                    | X  | X  |   |

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|                        |   |   |   |   |   |   |
|------------------------|---|---|---|---|---|---|
|                        |   | Will it improve water quality including by reducing diffuse and point source water pollution? | ? | ? | ? | No design guideline for light pollution, likely to increase actual light pollution, even if minimised.<br><br>Dependant on research uses and Codes of Construction. With the correct mitigation fit for use and adherence to a Construction Code of Conduct, there should be no negative impacts. |
|                        | 4.2 Minimise waste production and support the recycling of waste products               | Will it reduce household waste?   | 0 | 0 | 0 | No policy on industrial/research/hazardous waste, should include some design guidelines on Commercial and Industrial waste.   |
|                        |   | Will it increase waste recovery and recycling?  | ? | ? | ? |   |
|                        | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence?       | 0 | 0 | 0 |   |
| 5. Healthy communities | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?  | 0 | 0 | 0 |   |
|                        |   | Will it encourage healthy lifestyles, including travel choices?                               | 0 | 0 | 0 |   |
|                        | 5.2 Reduce and prevent crime, and reduce the fear of crime                              | Will it reduce actual levels of crime?  | ? | ? | ? | <b>NW2</b> provides a principle on designing out of crime.  |
|                        |   | Will it reduce fear of crime?   | ? | ? | ? |   |

|                          |  |   |   |   |   |  |
|--------------------------|--|---|---|---|---|--|
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  | 0 | 0 | 0 |  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | 0 | 0 | 0 | <p>This Policy promotes employment uses that are research related and so will not contribute to meeting the need for local services and facilities. However, this should be read in conjunction with <b>NW21 – Local Centre</b></p> <p>The site will to some extent be self contained, with a local centre, key worker housing and University based employment uses, and so for these users, accessibility may be improved. However the level of accessibility to Cambridge city centre from the site, and visa versa is not readily assessable.</p> |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | + | + | + |  |

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|--|---|---|---|---|---|--|
|  |   | Will it support and improve community and public transport?   | 0 | 0 | 0 |  |
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0 | 0 |  |
|  |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |  |
|  |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0 |  |
|  |   |   |   |   |   |  |
|  | 6.3 Ensure all groups have access to decent, appropriate and affordable housing               | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0 | 0 |  |
|  |   | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |  |

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|                     |  |   |   |   |   |   |
|---------------------|--|---|---|---|---|---|
|                     |  | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |   |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |   |
|                     |  | Will it encourage engagement with community activities?   | 0 | 0 | 0 |   |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | ? | + | + | Yes, but within a narrow field of a research cluster. Although may have broader sub-regional and national positive implications.<br><br>The site will to some extent be self contained, with a local centre, key worker housing and University based employment uses, and so for these users, accessibility may be improved. However the level of accessibility to Cambridge city centre from the site, and visa versa is not readily assessable. |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | ? | + | + |   |
|                     |  | Will it improve accessibility to local employment by means other than the car?  | + | + | + |   |
|                     |  | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |   |

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|  |   |  |   |    |    |  |
|--|---|--|---|----|----|--|
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?                        | 0 | 0  | 0  | The development of the site should reinforce the University's reputation and enable its expansion. This in turn should have positive effects, in particular on inducing further development and investment. It is assumed that the infrastructure required to support such a development will include the provision of communication infrastructure to ensure its viability. |
|  |   | Will it support provision of key communications infrastructure, including broadband?                         | 0 | +  | ++ |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy? | 0 | +  | +  |  |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of                     | Will it improve business development and enhance competitiveness?  | 0 | ++ | ++ | The employment uses on the site will have direct positive impacts on business development in the area. This in turn should have positive effects, in particular on inducing further development and investment. It should also enhance the   |

|   |                   |   |   |    |    |  |
|---|-------------------|---|---|----|----|--|
|   | the local economy | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | ++ | ++ | University's reputation both domestically and internationally. |
|   |                   | Will it support sustainable tourism?  | 0 | 0  | 0  |  |
|   |                   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0  | 0  |  |
| <p><b>Summary:</b><br/>This policy focuses on the employment uses on the site, notably D1 educational uses, academic research institutes and <i>sui generis</i> research establishments, in addition to a mix of B1 uses. The addition of these uses to a site with residential developments adds a significant number of benefits not only to the site but also to the city, sub-region, region and nation. The policy should result in enhancement of the University's reputation, inducing further investment. This development should also, in order for it to be viable, result in upgrades and additions to communication infrastructure, for students, staff and employment facilities. It should be noted that the employment uses may have a narrow field of expertise and thus may be vulnerable to economic shocks/variations and diversity should be aimed for.</p> |                   |   |   |    |    |  |
| <p><b>Mitigation/Recommendations:</b><br/>None proposed</p>   |                   |   |   |    |    |  |

| Preferred Option Policy NW9 Employment Uses in the Local Centre |   |   |            |          |           |          |
|---|---|---|------------|----------|-----------|----------|
| SA Topic  | SA objectives   | Decision-making criteria  | Short-term | Med-term | Long-term | Comments |
| 1. Land and water resources                                     | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |          |
|   |   | Will it use land efficiently?   | 0          | 0        | 0         |          |
|   |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |          |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |          |
|   |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |          |
|   | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |          |
| Will it conserve ground water resources?                        |   | 0   | 0          | 0        |           |          |
| 2. Biodiversity   | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | 0          | 0        | 0         |          |
|   | 2.2 Maintain and enhance the range and viability of characteristic habitats and species     | Will it conserve species, reversing declines, and help to enhance diversity?                            | 0          | 0        | 0         |          |
|   |   | Will it reduce habitat fragmentation?   | 0          | 0        | 0         |          |



|   |   |   |   |   |   |  |
|---|---|---|---|---|---|--|
|   |   | Will it help achieve Biodiversity Action Plan targets?  | 0 | 0 | 0 |  |
|   | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places                  | Will it improve access to wildlife, and wild places?  | 0 | + | + | The local centre is located adjacent to the strategic gap, which provides an open space resource. This policy seeks to add vibrancy to the local centre, which should allow greater access to this open space. |
|   |   | Will it maintain and, where possible, increase the area of high-quality green space in the District?  | 0 | 0 | 0 |  |
|   |   | Will it promote understanding and appreciation of wildlife?   | 0 | 0 | 0 |  |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |  |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | 0 | 0 |  |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | 0 | 0 |  |

|  |   |   |   |    |    |  |
|--|---|---|---|----|----|--|
|  |   | Will it maintain and enhance the character of settlements?                              | 0 | 0  | 0  |  |
|  | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | 0 | 0  | 0  |  |
|  |   | Will it lead to developments built to a high standard of design, and good place making? | 0 | 0  | 0  |  |
| 4. Climate change and pollution                | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | 0  | 0  | The local centre should be well served by public transport and easily accessible by foot and bicycle, as promoted by policy <b>NW21</b> . As a result it is not expected that significant numbers of employees will seek to access their place of work by private car. However, this will also be closely related to the parking provision provided. Traffic levels as a result of employment in the local centre should be monitored closely. |
|  |   | Will it improve air quality?  | 0 | ?  | ?  |  |
|  |   | Will it reduce traffic volumes?   | 0 | ?  | ?  |  |
|  |   | Will it support travel by means other than the car?                                     | 0 | ++ | ++ |  |
|  |   | Will it reduce levels of noise or noise concerns?                                       | 0 | 0  | 0  |  |
|  |   | Will it reduce or minimise light pollution?   | 0 | 0  | 0  |  |
|  | Will it improve water quality including by reducing diffuse and point source water pollution?                           | 0   | 0 | 0  |    |  |
|  | 4.2 Minimise waste production and support the recycling of waste products   | Will it reduce household waste?   | 0 | 0  | 0  |  |
| Will it increase waste recovery and recycling? |   | 0   | 0 | 0  |    |  |

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|                          |  |  |   |   |   |   |
|--------------------------|--|--|---|---|---|---|
|                          | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)  | Will it minimise risk to people and property from flooding, storm events or subsidence?  | 0 | 0 | 0 |   |
| 5. Healthy communities   | 5.1 Maintain and enhance human health  | Will it reduce substantially reduce mortality rates?   | 0 | 0 | 0 | This Policy promotes good employment opportunities for local residents that should meet their aspirations. Furthermore it is planned that these opportunities will be accessible by foot or bicycle. Both of these are conducive to promoting healthier lifestyles. |
|                          |  | Will it encourage healthy lifestyles, including travel choices?  | 0 | + | + |   |
|                          | 5.2 Reduce and prevent crime, and reduce the fear of crime   | Will it reduce actual levels of crime?   | 0 | 0 | 0 |   |
|                          |  | Will it reduce fear of crime?  | 0 | 0 | 0 |   |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?   | 0 | 0 | 0 |   |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0 | 0 | 0 |   |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?           | 0 | 0 | 0 |   |

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|--|---|---|---|---|---|--|
|  |   | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking?       | 0 | 0 | 0 |  |
|  |   | Will it support and improve community and public transport?   | 0 | 0 | 0 |  |
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0 | 0 |  |
|  |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |  |
|  |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0 |  |
|  | 6.3 Ensure all groups have access to decent, appropriate and affordable housing               | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0 | 0 |  |
|  |   | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |  |
|  |   | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |  |

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|                     |  |   |   |   |   |   |
|---------------------|--|---|---|---|---|---|
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |   |
|                     |  | Will it encourage engagement with community activities?   | 0 | 0 | 0 |   |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | ? | + | + | This policy will act to diversify the local jobs market, providing jobs that should meet the aspiration levels of members of the population who lack the skills and/or desire to work in the local university and commercial research facilities. |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | ? | + | + |   |
|                     |  | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |   |
|                     |  | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |   |
|                     | 7.2 Support appropriate investment in people, places, communications and other infrastructure                | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | 0 | 0 |   |
|                     |  | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |   |
|                     |  | Will it improve access to education and training, and support provision of skilled employees to the economy?                | 0 | + | + |   |

|  |   |   |   |    |    |          |
|--|---|---|---|----|----|----------|
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy | Will it improve business development and enhance competitiveness?   | 0 | ++ | ++ | Implicit |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | ++ | ++ |          |
|  |   | Will it support sustainable tourism?  | 0 | 0  | 0  |          |
|  |   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0  | 0  |          |
| <b>Summary:</b>  |   |   |   |    |    |          |
| <p>This Policy promotes B1 employment development in the local centre. This will be important to diversify the local jobs market, providing jobs that should meet the aspiration levels of a significant group of the population who lack the skills and/or desire to work in the local university and commercial research facilities. This diversity should be conducive with the aim of promoting a vibrant local centre, as promoted by policy <b>NW21</b>.</p> <p>This policy promotes local employment opportunities that will mean that local residents can access their place of work by foot or by bicycle. It is unlikely that significant numbers of employees will seek to access their place of work by private car. However, this will also be closely related to the parking provision provided.</p> |   |   |   |    |    |          |
| <b>Mitigation/Recommendations:</b>   |   |   |   |    |    |          |
| <p>Local employees accessing their place of work by sustainable means of transport is of strategic importance. Transport Policies <b>NW11 – 19</b> should be referred to as mitigation.</p>  |   |   |   |    |    |          |

| Preferred Option Policy NW10: Mix of uses |   |   |            |          |           |          |
|---|---|---|------------|----------|-----------|----------|
| SA Topic                                  | SA objectives   | Decision-making criteria  | Short-term | Med-term | Long-term | Comments |
| 1. Land and water resources               | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |          |
|   |   | Will it use land efficiently?   | 0          | 0        | 0         |          |
|   |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |          |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |          |
|   |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |          |
|   | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |          |
| Will it conserve ground water resources?  |   | 0   | 0          | 0        |           |          |
| 2. Biodiversity                           | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | 0          | 0        | 0         |          |
|   | 2.2 Maintain and enhance the range and viability of characteristic habitats and species     | Will it conserve species, reversing declines, and help to enhance diversity?                            | 0          | 0        | 0         |          |
|   |   | Will it reduce habitat fragmentation?   | 0          | 0        | 0         |          |

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|   |   |   |   |   |   |  |  |
|---|---|---|---|---|---|--|--|
|   |   | Will it help achieve Biodiversity Action Plan targets?  | 0 | 0 | 0 |  |  |
|   | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places                  | Will it improve access to wildlife, and wild places?  | 0 | 0 | 0 |  |  |
|   |   | Will it maintain and, where possible, increase the area of high-quality green space in the District?  | 0 | 0 | 0 |  |  |
|   |   | Will it promote understanding and appreciation of wildlife?   | 0 | 0 | 0 |  |  |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |  |  |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |  |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | ? | ? | ? |  | This will be dependant on design and in part the detail of the design statement. |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | 0 | 0 |  |  |



|                                 |   |   |   |    |    |  |
|---------------------------------|---|---|---|----|----|--|
|                                 |   | Will it maintain and enhance the character of settlements?                              | 0   | 0  | 0  |  |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | X   | +  | +  |  |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? | 0   | 0  | 0  |  |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | See assessments <b>NW24</b> and <b>NW25</b> |    |    | See assessment for <b>NW2</b> .          |
|                                 |   | Will it improve air quality?  | X   | X  | X  |  |
|                                 |   | Will it reduce traffic volumes?   | XX  | XX | XX |  |
|                                 |   | Will it support travel by means other than the car?                                     | ?   | ++ | ++ |  |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       | ?   | ?  | ?  |  |
|                                 |   | Will it reduce or minimise light pollution?   | X   | X  | X  |  |
|                                 | Will it improve water quality including by reducing diffuse and point source water pollution?                           | ?   | ?   | ?  |    |  |
|                                 | 4.2 Minimise waste production and   | Will it reduce household waste?   | X   | X  | X  | Overall net increase in waste production |

|  |   |  |   |   |   |   |
|--|---|--|---|---|---|---|
|  | support the recycling of waste products   | Will it increase waste recovery and recycling?   | ? | ? | ? | See Policies <b>NW2</b> , <b>NW30</b> and <b>NW33</b> .<br><br>See assessment <b>NW26</b> .   |
|  | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)                                   | Will it minimise risk to people and property from flooding, storm events or subsidence?  | 0 | 0 | 0 |   |
| 5. Healthy communities   | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?   | 0 | 0 | 0 |   |
|  |   | Will it encourage healthy lifestyles, including travel choices?  | 0 | 0 | 0 |   |
|  | 5.2 Reduce and prevent crime, and reduce the fear of crime  | Will it reduce actual levels of crime?   | ? | ? | ? | <b>NW2</b> provides a principle on designing out crime.   |
|  |   | Will it reduce fear of crime?  | ? | ? | ? |   |
| 5.3 Improve the quantity and quality of publicly accessible open space | Will it increase the quantity and quality of publicly accessible open space?  | 0  | 0 | 0 |   |   |
| 6. Inclusive communities   | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0 | 0 | 0 | Locating staff, educational and research building on the same site will improve accessibility. It is unclear whether or not the design guides will improve upon the attractiveness of alternative |

|  |   |   |   |   |    |                             |  |
|--|---|---|---|---|----|-----------------------------|--|
|  | leisure opportunities)  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                                    | 0   | + | ++ | forms of transport.         |  |
|  |   | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking?       | 0   | + | +  |                             |  |
|  |   | Will it support and improve community and public transport?   | ?   | ? | ?  |                             |  |
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income |   | Will it improve relations between people from different backgrounds or social groups?         | 0 | 0  | 0                           |  |
|  |   |   | Will it reduce poverty and social exclusion in those areas most affected?                     | 0 | 0  | 0                           |  |
|  |   |   | Will it promote accessibility for all members of society, including the elderly and disabled? | 0 | 0  | 0                           |  |
|  | 6.3 Ensure all groups have access to decent, appropriate and affordable housing               | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0   | 0 | 0  | See policy <b>NW5-NW7</b> . |  |

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|                     |  |   |   |   |   |  |
|---------------------|--|---|---|---|---|--|
|                     |  | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |  |
|                     |  | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |  |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |  |
|                     |  | Will it encourage engagement with community activities?   | 0 | 0 | 0 |  |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | ? | + | + | Yes, but within a narrow field of a research cluster. Although may have broader sub-regional and national positive implications. |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | ? | + | + | Again, limit range of opportunities, although may have broader sub-regional and national positive implications.                  |
|                     |  | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |  |
|                     |  | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |  |
|                     | 7.2 Support appropriate investment in people, places, communications and other infrastructure                | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | 0 | 0 |  |
|                     |  | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |  |

|   |  |   |   |    |    |  |
|---|--|---|---|----|----|--|
|   |  | Will it improve access to education and training, and support provision of skilled employees to the economy?  | 0 | +  | +  | The research nature of the development will have a positive effect on this objective by increasing the provision of skilled labour. However it is important to note that the diversity of these opportunities may be narrow and specific to certain opportunities. |
| 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy                   |  | Will it improve business development and enhance competitiveness?   | 0 | ++ | ++ | Implicit   |
|   |  | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | ++ | ++ | Implicit   |
|   |  | Will it support sustainable tourism?  | 0 | 0  | 0  |  |
|   |  | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0  | 0  |  |
| <b>Summary:</b>   |  |   |   |    |    |  |
| This policy adds detail to Policy <b>NW8 (1 (a))</b> . As such the findings are by and large replicated here. |  |   |   |    |    |  |
| <b>Mitigation/Recommendations:</b>  |  |   |   |    |    |  |
| None proposed   |  |   |   |    |    |  |

| Preferred Option Policy NW11: Sustainable Transport |   |   |            |          |           |   |
|---|---|---|------------|----------|-----------|---|
| SA Topic  | SA objectives   | Decision-making criteria  | Short term | Med term | Long term | Comments  |
| 1. Land and water resources                         | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         | This policy may use some land for sustainable transport infrastructure. However, with or without this policy this land would be developed as part of the overall development footprint. Therefore this policy is not considered to have significant effects on land use objectives.                                   |
|   |   | Will it use land efficiently?   | 0          | 0        | 0         |   |
|   |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |   |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | ?        | ?         | This Policy should help to achieve modal shift as set out in objective h of the AAP, particularly for the future trips generated on site and some existing trips, if transport systems have a strategic benefit to North West Cambridge. Therefore some minor benefits from reduced use of fossil fuels could result. |
|   |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |   |
|   | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |   |
| Will it conserve ground water resources?            |   | 0   | 0          | 0        |           |   |
| 2. Biodiversity                                     | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | 0          | 0        | 0         |   |
|   | 2.2 Maintain and enhance the range and viability of   | Will it conserve species, reversing declines, and help to enhance diversity?                            | 0          | 0        | 0         |   |

|  |   |   |   |   |   |  |  |
|--|---|---|---|---|---|--|--|
|  | characteristic habitats and species   | Will it reduce habitat fragmentation?   | 0 | 0 | 0 |  |  |
|  |   | Will it help achieve Biodiversity Action Plan targets?  | 0 | 0 | 0 |  |  |
|  | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places                  | Will it improve access to wildlife, and wild places?  | 0 | 0 | 0 |  | In the short term (during construction) access to the existing rural landscape may be compromised, hence limiting access to green open space. However in the long term there may be benefits to opening access to rural landscapes. For example through provision of new pathways. |
|  |   | Will it maintain and, where possible, increase the area of high-quality green space in the District?  | X | + | + |  |  |
| Will it promote understanding and appreciation of wildlife?                                  | 0   | 0   | 0 |   |   |  |  |
| Will it improve access to the wider countryside through the network of public rights of way? | X   | +   | + |   |   |  |  |
| 3. Landscape, townscape and archaeology  | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |  |
|  | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | 0 | 0 | Although transport infrastructure such as street furnishing may be required, which can have adverse effects on landscape character, in relation to the overall development |  |

|                                 |   |   |   |   |   |   |
|---------------------------------|---|---|---|---|---|---|
|                                 |   | Will it protect and enhance open spaces of amenity and recreational value?              | 0 | 0 | 0 | this is not expected to be significant.   |
|                                 |   | Will it maintain and enhance the character of settlements?                              | 0 | 0 | 0 |   |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | 0 | + | + | Choice in transport modes and means to reduce the volume of cars using the site (in comparison to other parts of the city) may create greater neighbourhood satisfaction.   |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? | 0 | 0 | 0 |   |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | X | X | X | Whilst this Policy will reduce the potential total amount of new vehicle trips and hence would have a positive effect on the potential impact, in real terms emissions and traffic volumes are likely to increase and air quality may potentially worsen. Similarly this will create noise pollution and light pollution from lit transport routes. |
|                                 |   | Will it improve air quality?  | 0 | ? | ? |   |
|                                 |   | Will it reduce traffic volumes?   | X | X | X |   |
|                                 |   | Will it support travel by means other than the car?                                     | 0 | + | + |   |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       | X | X | X |   |
|                                 |   | Will it reduce or minimise light pollution?   | 0 | X | X |   |
|                                 | Will it improve water quality including by reducing diffuse and point source water pollution?                           | 0   | 0 | 0 |   |   |
|                                 | 4.2 Minimise waste production and   | Will it reduce household waste?   | 0 | 0 | 0 |   |



|  |  |  |   |    |  |   |
|--|--|--|---|----|--|---|
|  | support the recycling of waste products  | Will it increase waste recovery and recycling?   | 0 | 0  | 0  |   |
|  | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)  | Will it minimise risk to people and property from flooding, storm events or subsidence?  | 0 | 0  | 0  |   |
| 5. Healthy communities   | 5.1 Maintain and enhance human health  | Will it reduce substantially reduce mortality rates?   | 0 | 0  | +  | This Policy will promote increasing health amongst a part of Cambridgeshire's population.                               |
|  |  | Will it encourage healthy lifestyles, including travel choices?  | 0 | ++ | ++   |   |
|  | 5.2 Reduce and prevent crime, and reduce the fear of crime   | Will it reduce actual levels of crime?   | 0 | 0  | 0  | Provision of lighting and safety infrastructure on pathways and cycle routes will be required to avoid adverse effects. |
|  |  | Will it reduce fear of crime?  | 0 | ?  | ?  |   |
| 5.3 Improve the quantity and quality of publicly accessible open space | Will it increase the quantity and quality of publicly accessible open space?   | 0  | + | +  | This policy is likely to ensure that there are routes for sustainable transport connecting the site with its surroundings and will encourage access to open space provided on or adjacent to the site. |   |
| 6. Inclusive communities   | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0 | 0  | 0  | This policy intends to improve accessibility to the wider location by more sustainable transport modes.                 |
|  |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?           | 0 | 0  | 0  |   |

|   |  |   |   |    |    |  |
|---|--|---|---|----|----|--|
|   |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking?       | 0 | ++ | ++ |  |
|   |  | Will it support and improve community and public transport?   | 0 | ++ | ++ |  |
| 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income |  | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0  | 0  | The provision of public transport, which tends to be designed to be accessible for these groups, will help the site to provide suitable accommodation. |
|   |  | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0  | 0  |  |
|   |  | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | ++ | ++ |  |
| 6.3 Ensure all groups have access to decent, appropriate and affordable housing               |  | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0  | 0  |  |
|   |  | Will it reduce the number of unfit homes?   | 0 | 0  | 0  |  |
|   |  | Will it meet the needs of the travelling community?   | 0 | 0  | 0  |  |

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|                     |  |   |   |    |    |   |
|---------------------|--|---|---|----|----|---|
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0  | 0  |   |
|                     |  | Will it encourage engagement with community activities?   | 0 | 0  | 0  |   |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0  | 0  | This policy will help to link residents with jobs outside of the development site and vice versa by providing a range of sustainable transport opportunities. |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0  | 0  |   |
|                     |  | Will it improve accessibility to local employment by means other than the car?  | 0 | ++ | ++ |   |
|                     |  | Will it encourage the rural economy and diversification?  | 0 | 0  | 0  |   |
|                     | 7.2 Support appropriate investment in people, places, communications and other infrastructure                | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | 0  | 0  |   |
|                     |  | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0  | 0  |   |
|                     |  | Will it improve access to education and training, and support provision of skilled employees to the economy?                | 0 | 0  | 0  |   |

|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 |  |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |  |
|  |   | Will it support sustainable tourism?  | 0 | 0 | 0 |  |
|  |   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |  |

**Summary:**

This Policy seeks to promote a range of methods to achieve a modal split of 40% - 37%. It promotes the use of walking, cycling and public transport and a number of measures to suppress the number of individual car trips that the site will generate. The Policy will have significant positive benefits in terms of promoting accessibility and connectivity with the rest of the city and the sub region. Promoting accessibility by foot and bicycle is likely to involve the provision of designated routes that avoid the busy Huntingdon Road. This may help to promote accessibility between existing locations and the footpaths through the green belt beyond the site boundary. The Policy may also help to provide accessibility to less mobile sections of the population. This will depend on factors such as bus stop locations and appropriate and accessible vehicles.

The effects of the Policy on pollution should be considered at two levels. On one hand the policy has benefits in terms of reducing the potential amount of pollutants (NO<sub>x</sub>, PM<sub>10</sub>, CO<sub>2</sub>, traffic noise etc). This is essentially a reduction of the volume of pollutants that would be likely without the development. On the other hand, in terms of real emissions even a modal share of less than 40% may produce enough pollutants for this to be a significant issue. In particular additional traffic on the already busy Huntingdon Road may be enough to cause significant effects in the local area that would contain a greater number of human receptors. Secondary impacts on health may then arise.

**Mitigation/Recommendations:**

The policy as it stands sets the total for car related trips to be no more than 40%. This is a commendable figure and it is hoped that provisions such as car clubs and employee travel plans can achieve this. It is beyond the realm of this assessment to judge whether these means can achieve this, it is only possible to state that they will provide benefits towards achieving this. However, the supporting text indicates that a modal split of up to 37% could be achievable. It is not clear why this figure was not used and 40% used instead. Clarification should be sought on the origin of this figure. University accommodation has parking standards to minimise associated parking. Market housing has its own parking standards that provide spaces for such development. It is recommended for greater sustainability a sizeable percentage of the Market housing should be promoted and constructed as car free development.

| Preferred Option Policy NW12: Highway Infrastructure |   |   |            |          |           |          |
|--|---|---|------------|----------|-----------|----------|
| SA Topic   | SA objectives   | Decision-making criteria  | Short term | Med term | Long term | Comments |
| 1. Land and water resources                          | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |          |
|  |   | Will it use land efficiently?   | 0          | 0        | 0         |          |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |          |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |          |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |          |
|  | 1.3 Limit water consumption to  | Will it reduce water consumption?   | 0          | 0        | 0         |          |

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|                 |   |  |   |   |   |  |
|-----------------|---|--|---|---|---|--|
|                 | levels supportable by natural processes and storage systems                             | Will it conserve ground water resources?   | 0 | 0 | 0 |  |
| 2. Biodiversity | 2.1 Avoid damage to designated sites and protected species                              | Will it protect sites designated for nature conservation interest?                                   | 0 | 0 | 0 |  |
|                 | 2.2 Maintain and enhance the range and viability of characteristic habitats and species | Will it conserve species, reversing declines, and help to enhance diversity?                         | 0 | 0 | 0 |  |
|                 |   | Will it reduce habitat fragmentation?  | 0 | 0 | 0 |  |
|                 |   | Will it help achieve Biodiversity Action Plan targets?   | 0 | 0 | 0 |  |
|                 | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places  | Will it improve access to wildlife, and wild places?   | 0 | 0 | 0 |  |
|                 |   | Will it maintain and, where possible, increase the area of high-quality green space in the District? | 0 | 0 | 0 |  |

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|---|---|---|---|---|---|--|
|   |   | Will it promote understanding and appreciation of wildlife?   | 0 | 0 | 0 |  |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |  |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | 0 | 0 |  |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | 0 | 0 |  |



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|                                 |   |   |   |    |    |  |
|---------------------------------|---|---|---|----|----|--|
|                                 |   | Will it maintain and enhance the character of settlements?                              | 0 | 0  | 0  |  |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | 0 | +  | +  | Ensuring that local roads will not be over capacity will help to foster satisfaction for people with their neighbourhoods.   |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? | 0 | 0  | 0  |  |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | ?  | ?  | Promoting development only when suitable highway infrastructure and capacity is sufficient will help to reduce the potential for slow moving and queuing traffic. At low speeds traffic emits a greater volume of pollutants than at higher speeds when the engine is running more efficiently. However there is likely to be a great number of vehicles on the road and therefore the total volume of pollutants emitted could increase.<br><br>Highway improvements associated with the development may result in induced traffic. This is the additional travel resulting from a transportation improvement, which would not have otherwise occurred. This will result in increased emissions greater than the development alone. |
|                                 |   | Will it improve air quality?  | 0 | ?  | ?  |  |
|                                 |   | Will it reduce traffic volumes?   | 0 | X  | X  |  |
|                                 |   | Will it support travel by means other than the car?                                     | 0 | XX | XX |  |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       | 0 | X  | X  |  |
|                                 |   | Will it reduce or minimise light pollution?   | 0 | 0  | 0  |  |

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|------------------------|---|---|---|---|---|--|
|                        |   | Will it improve water quality including by reducing diffuse and point source water pollution? | 0 | 0 | 0 |  |
|                        | 4.2 Minimise waste production and support the recycling of waste products               | Will it reduce household waste?   | 0 | 0 | 0 |  |
|                        |   | Will it increase waste recovery and recycling?  | 0 | 0 | 0 |  |
|                        | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence?       | 0 | 0 | 0 |  |
| 5. Healthy communities | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?  | 0 | 0 | 0 |  |
|                        |   | Will it encourage healthy lifestyles, including travel choices?                               | 0 | 0 | 0 |  |
|                        | 5.2 Reduce and prevent crime, and reduce the fear of crime                              | Will it reduce actual levels of crime?  | 0 | 0 | 0 |  |
|                        |   | Will it reduce fear of crime?   | 0 | 0 | 0 |  |

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|                          |  |   |   |   |   |  |
|--------------------------|--|---|---|---|---|--|
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  | 0 | 0 | 0 |  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | 0 | 0 |  |

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|--|---|---|---|---|---|--|
|  |   | Will it support and improve community and public transport?   | 0 | 0 | 0 |  |
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0 | 0 |  |
|  |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |  |
|  |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0 |  |
|  | 6.3 Ensure all groups have access to decent, appropriate and affordable housing               | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0 | 0 |  |
|  |   | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |  |

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|                     |  |   |   |   |   |  |
|---------------------|--|---|---|---|---|--|
|                     |  | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |  |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |  |
|                     |  | Will it encourage engagement with community activities?   | 0 | 0 | 0 |  |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0 | 0 |  |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0 | 0 |  |
|                     |  | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |  |
|                     |  | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |  |

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|--|---|---|---|---|---|--|
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?   | 0 | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?  | 0 | 0 | 0 |  |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy   | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 |  |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |  |

|   |  |  |   |   |   |  |
|---|--|--|---|---|---|--|
|   |  | Will it support sustainable tourism?   | 0 | 0 | 0 |  |
|   |  | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres? | 0 | 0 | 0 |  |
| <p><b>Summary:</b><br/>This Policy is designed to ensure that surrounding highway capacity will not be overburdened. This will ensure that if the development is considered to be likely to have an adverse effect the development must contribute to creating additional capacity at key junctions. It is considered that this will help to create a greater chance of free flow conditions. Free flowing roads support greater efficiency in vehicle use resulting in lower emissions than slow moving and stationary traffic. However, highway improvements have the potential to create greater volumes of traffic (induced traffic) and this should be a consideration of transport assessments.</p> |  |  |   |   |   |  |
| <p><b>Mitigation/Recommendations:</b><br/>The traffic assessments that may be necessary as part of the development proposal <u>must</u> include consideration of whether the scheme could induce new traffic movements.</p>   |  |  |   |   |   |  |

| Preferred Option Policy NW13: Vehicular Access |   |   |            |          |           |   |
|--|---|---|------------|----------|-----------|---|
| SA Topic                                       | SA objectives   | Decision-making criteria  | Short term | Med term | Long term | Comments  |
| 1. Land and water resources                    | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         | Access arrangements will be part of the development footprint and will not have specific significant issues in regards to this objective. |
|  |   | Will it use land efficiently?   | 0          | 0        | 0         |   |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |   |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |   |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |   |
|  | 1.3 Limit water consumption to  | Will it reduce water consumption?   | 0          | 0        | 0         |   |



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|                 |   |  |   |   |   |  |
|-----------------|---|--|---|---|---|--|
|                 | levels supportable by natural processes and storage systems                             | Will it conserve ground water resources?   | 0 | 0 | 0 |  |
| 2. Biodiversity | 2.1 Avoid damage to designated sites and protected species                              | Will it protect sites designated for nature conservation interest?                                   | 0 | 0 | 0 |  |
|                 | 2.2 Maintain and enhance the range and viability of characteristic habitats and species | Will it conserve species, reversing declines, and help to enhance diversity?                         | 0 | 0 | 0 |  |
|                 |   | Will it reduce habitat fragmentation?  | 0 | 0 | 0 |  |
|                 |   | Will it help achieve Biodiversity Action Plan targets?   | 0 | 0 | 0 |  |
|                 | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places  | Will it improve access to wildlife, and wild places?   | 0 | 0 | 0 |  |
|                 |   | Will it maintain and, where possible, increase the area of high-quality green space in the District? | 0 | 0 | 0 |  |

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|   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|
|   |   | Will it promote understanding and appreciation of wildlife?   | 0 | 0 | 0 |   |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |   |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |   |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | + | + | + | Limiting access to the site, in particular from the Huntingdon Road, will be important to maintain the local character. Although this road is very busy it marks the edge of the village of Girton. Limiting the number of new junctions on this road should help maintain the edge of town and village character. However, the relative significance of these impacts is considered to be low. |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | 0 | 0 |   |

|                                 |   |   |   |   |   |  |
|---------------------------------|---|---|---|---|---|--|
|                                 |   | Will it maintain and enhance the character of settlements?                              | + | + | + |  |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | 0 | 0 | 0 |  |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? | 0 | 0 | 0 |  |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | X | X | <p>Creating new junctions on busy roads will have minor negative effects on air quality and greenhouse gas emissions. Junctions will slow the movement of traffic and at lower speed most vehicles will emit more pollutants.</p> <p>In addition there may be additional noise and light pollution effects on existing and future residents.</p> |
|                                 |   | Will it improve air quality?  | 0 | X | X |  |
|                                 |   | Will it reduce traffic volumes?   | 0 | 0 | 0 |  |
|                                 |   | Will it support travel by means other than the car?                                     | 0 | 0 | 0 |  |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       | ? | ? | ? |  |
|                                 |   | Will it reduce or minimise light pollution?   | 0 | X | X |  |

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|                        |   |   |   |   |   |  |
|------------------------|---|---|---|---|---|--|
|                        |   | Will it improve water quality including by reducing diffuse and point source water pollution? | 0 | 0 | 0 |  |
|                        | 4.2 Minimise waste production and support the recycling of waste products               | Will it reduce household waste?   | 0 | 0 | 0 |  |
|                        |   | Will it increase waste recovery and recycling?  | 0 | 0 | 0 |  |
|                        | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence?       | 0 | 0 | 0 |  |
| 5. Healthy communities | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?  | 0 | 0 | 0 |  |
|                        |   | Will it encourage healthy lifestyles, including travel choices?                               | 0 | 0 | 0 |  |
|                        | 5.2 Reduce and prevent crime, and reduce the fear of crime                              | Will it reduce actual levels of crime?  | 0 | 0 | 0 |  |
|                        |   | Will it reduce fear of crime?   | 0 | 0 | 0 |  |

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|--------------------------|--|---|---|---|---|--|
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  | 0 | 0 | 0 |  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | 0 | 0 |  |

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|--|---|---|---|---|---|--|
|  |   | Will it support and improve community and public transport?   | 0 | 0 | 0 |  |
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0 | 0 |  |
|  |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |  |
|  |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0 |  |
|  | 6.3 Ensure all groups have access to decent, appropriate and affordable housing               | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0 | 0 |  |
|  |   | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |  |

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|                     |  |   |   |   |   |  |
|---------------------|--|---|---|---|---|--|
|                     |  | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |  |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |  |
|                     |  | Will it encourage engagement with community activities?   | 0 | 0 | 0 |  |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0 | 0 |  |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0 | 0 |  |
|                     |  | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |  |
|                     |  | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |  |

|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?   | 0 | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?  | 0 | 0 | 0 |  |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy   | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 |  |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | + | + |  |



|  |  |  |   |   |   |  |
|--|--|--|---|---|---|--|
|  |  | Will it support sustainable tourism?   | 0 | 0 | 0 |  |
|  |  | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres? | 0 | 0 | 0 |  |
| <b>Summary:</b>  |  |  |   |   |   |  |
| This policy relates purely to access arrangements to the site from the Huntingdon and Madingley Roads. It is considered that the impacts these will create will be minor in their significance. Slower moving traffic will emit more pollutants but the relative significance on these at the citywide scale is considered low. Impacts on the amenity and character of the area will be concerns. The proposal includes new junctions on the edge of Girton Village. The assessment has indicated that this may alter the character of the area, producing a more urbanised feel. Light and noise pollution may also contribute towards this. However, the effects are considered to be minimal as the proposal will be on the edge of the village and close to the urbanised area of North West Cambridge. |  |  |   |   |   |  |
| <b>Mitigation/Recommendations:</b>   |  |  |   |   |   |  |
| It will be at the detailed level that it will be possible to gauge the true level and type of impact on landscape character, and furthermore to ascertain the impacts of light, noise and air pollution. Therefore any application should consider landscape impacts as part of its scope perhaps within the required design statement.  |  |  |   |   |   |  |

| Preferred Option Policy NW14: Madingley Road to Huntingdon Road link |   |   |            |          |           |  |
|--|---|---|------------|----------|-----------|--|
| SA Topic   | SA objectives   | Decision-making criteria  | Short term | Med term | Long term | Comments   |
| 1. Land and water resources  | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         | Whilst the link route will have priority for walking cycling and public transport, the link may create a new, low speed route between Madingley and Histon roads that may counter this potential reduction in use of fossil fuels. |
|  |   | Will it use land efficiently?   | 0          | 0        | 0         |  |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |  |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | ?        | ?         |  |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |  |
|  | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |  |
| Will it conserve ground water resources?                             |   | 0   | 0          | 0        |           |  |
| 2. Biodiversity  | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | 0          | 0        | 0         |  |
|  | 2.2 Maintain and enhance the range and viability of characteristic habitats and species     | Will it conserve species, reversing declines, and help to enhance diversity?                            | 0          | 0        | 0         |  |
|  |   | Will it reduce habitat fragmentation?   | 0          | 0        | 0         |  |

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|---|---|---|---|---|---|--|
|   |   | Will it help achieve Biodiversity Action Plan targets?  | 0 | 0 | 0 |  |
|   | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places                  | Will it improve access to wildlife, and wild places?  | 0 | 0 | 0 |  |
|   |   | Will it maintain and, where possible, increase the area of high-quality green space in the District?  | 0 | 0 | 0 |  |
|   |   | Will it promote understanding and appreciation of wildlife?   | 0 | 0 | 0 |  |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |  |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | ? | ? | Although the proposed link route will be designed to favour sustainable transport and to limit traffic speeds, it may also create problems related to severance of the two built elements of the proposal. |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | 0 | 0 |  |

|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  |   | Will it maintain and enhance the character of settlements?                                    | 0 | ? | ? | In terms of a sense of place the route connects the development to both the north and west of the city which may contribute to a sense of integration with the city as a whole.  |
|  | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live?       | 0 | X | X | This policy has potential impacts on the satisfaction of existing residents. However, to a large degree this depends on whether the route will become a busy rat run, even with the proposed restrictions.   |
|  |   | Will it lead to developments built to a high standard of design, and good place making?       | 0 | 0 | 0 |  |
| 4. Climate change and pollution                | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | ? | ? | Whilst promoting public and sustainable transport modes this policy still promotes a new route for vehicle movement. This will have some negative possible impacts from vehicle noise, lighting and emissions. However, this would need to be considered in balance with the potential removal of traffic from existing areas, such as the town centre, where congestion is a greater issue. |
|  |   | Will it improve air quality?  | 0 | ? | ? |  |
|  |   | Will it reduce traffic volumes?   | 0 | X | X |  |
|  |   | Will it support travel by means other than the car?   | 0 | + | + |  |
|  |   | Will it reduce levels of noise or noise concerns?   | 0 | X | X |  |
|  |   | Will it reduce or minimise light pollution?   | 0 | X | X |  |
|  |   | Will it improve water quality including by reducing diffuse and point source water pollution? | 0 | 0 | 0 |  |
|  | 4.2 Minimise waste production and support the recycling of waste products   | Will it reduce household waste?   | 0 | 0 | 0 |  |
| Will it increase waste recovery and recycling? |   | 0   | 0 | 0 |   |  |

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|--------------------------|--|--|---|----|----|--|
|                          | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)  | Will it minimise risk to people and property from flooding, storm events or subsidence?  | 0 | 0  | 0  |  |
| 5. Healthy communities   | 5.1 Maintain and enhance human health  | Will it reduce substantially reduce mortality rates?   | 0 | 0  | 0  | This policy will help to provide routes that are safer for more sustainable and healthy means of transport.  |
|                          |  | Will it encourage healthy lifestyles, including travel choices?  | 0 | ++ | ++ |  |
|                          | 5.2 Reduce and prevent crime, and reduce the fear of crime   | Will it reduce actual levels of crime?   | 0 | 0  | 0  |  |
|                          |  | Will it reduce fear of crime?  | 0 | 0  | 0  |  |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?   | 0 | 0  | 0  |  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0 | 0  | 0  | The policy states this route will prioritise sustainable transport and public transport. As a result accessibility to services by means other than the car will be promoted and should have significant benefits in this area of the city. |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?           | 0 | ++ | ++ |  |

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|---|--|---|---|----|----|--|
|   |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking?       | 0 | ++ | ++ |  |
|   |  | Will it support and improve community and public transport?   | 0 | ++ | ++ |  |
| 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income |  | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0  | 0  |  |
|   |  | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0  | 0  |  |
|   |  | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0  | 0  |  |
| 6.3 Ensure all groups have access to decent, appropriate and affordable housing               |  | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0  | 0  |  |
|   |  | Will it reduce the number of unfit homes?   | 0 | 0  | 0  |  |
|   |  | Will it meet the needs of the travelling community?   | 0 | 0  | 0  |  |

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|--|--|---|---|---|---|--|
|  | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0   |  |
|  |  | Will it encourage engagement with community activities?   | 0 | 0 | 0   |  |
| 7.Economic activity                          | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0 | 0   | The Madingley Road to Huntingdon Road Link route will link the NW Cambs site to existing routes to the rest of Cambridge and existing employment opportunities. So whilst the policy does not specifically promote employment opportunities there may be secondary benefits in terms of accessibility. |
|  |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0 | 0   |  |
|  |  | Will it improve accessibility to local employment by means other than the car?  | 0 | + | +   |  |
|  |  | Will it encourage the rural economy and diversification?  | 0 | 0 | 0   |  |
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure                | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | 0 | 0   |  |
|  |  | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0   |  |
|  |  | Will it improve access to education and training, and support provision of skilled employees to the economy?                | 0 | 0 | 0   |  |
| 7.3 Improve the efficiency, competitiveness, | Will it improve business development and enhance competitiveness?  | 0   | 0 | 0 | A link route providing access to Madingley road will provide a route that will link to existing |  |

|  |   |   |   |   |   |
|--|---|---|---|---|---|
| vitality and adaptability of the local economy | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | + | + | employment sites in West Cambridge. Linking these sites will provide a level of support for the city's position as a world leader in research and technology. The route may also provide access to retail opportunities and support existing centres. |
|  | Will it support sustainable tourism?  | 0 | 0 | 0 |   |
|  | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | + | + |   |

**Summary:**

The results of the assessment indicate both potential positive and negative effects from the creation of an all-purpose route. On one hand a new route will help increase the accessibility of both the site and the wider area. This may help to promote access to existing employment areas and could help to support local centres in particular. The policy promotes priority of sustainable and public transport modes over private vehicles, which is also considered to be beneficial. For example this could help to promote increasing health.

However, the route will still be accessible for private vehicles and there is potential for this route to be popular with motorist wishing to avoid central routes to access the M11 and beyond. Significant volumes of vehicles may create negative impacts. In particular air pollution and emissions could affect air quality and health, noise and lighting issues could create nuisance. Importantly a busy route through the site could create severance issues within the site itself, which can jeopardise the quality of life of the people who will live on the development.

**Mitigation/Recommendations:**

Before approval for the route is granted a detailed examination of likely transport movements will be required. Furthermore the wider context of city and regional transport planning must be considered. Discussion with the Councils has indicated that other strategic measures (such as one way routes) could be used to minimise trips that can be considered to be "rat-running". The wider transport planning context can therefore be used as a form of mitigation.



| Preferred Option Policy NW15: Highway Provision |   |   |            |          |           |          |
|---|---|---|------------|----------|-----------|----------|
| SA Topic  | SA objectives   | Decision-making criteria  | Short term | Med term | Long term | Comments |
| 1. Land and water resources                     | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |          |
|   |   | Will it use land efficiently?   | 0          | 0        | 0         |          |
|   |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |          |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |          |
|   |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |          |
|   | 1.3 Limit water consumption to  | Will it reduce water consumption?   | 0          | 0        | 0         |          |

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|                 |   |  |   |   |   |  |
|-----------------|---|--|---|---|---|--|
|                 | levels supportable by natural processes and storage systems                             | Will it conserve ground water resources?   | 0 | 0 | 0 |  |
| 2. Biodiversity | 2.1 Avoid damage to designated sites and protected species                              | Will it protect sites designated for nature conservation interest?                                   | 0 | 0 | 0 |  |
|                 | 2.2 Maintain and enhance the range and viability of characteristic habitats and species | Will it conserve species, reversing declines, and help to enhance diversity?                         | 0 | 0 | 0 |  |
|                 |   | Will it reduce habitat fragmentation?  | 0 | 0 | 0 |  |
|                 |   | Will it help achieve Biodiversity Action Plan targets?   | 0 | 0 | 0 |  |
|                 | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places  | Will it improve access to wildlife, and wild places?   | 0 | 0 | 0 |  |
|                 |   | Will it maintain and, where possible, increase the area of high-quality green space in the District? | 0 | 0 | 0 |  |

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|   |   |   |   |   |   |  |
|---|---|---|---|---|---|--|
|   |   | Will it promote understanding and appreciation of wildlife?   | 0 | 0 | 0 |  |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |  |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | 0 | 0 | This Policy is likely to alter the character, but not to enhance it. However the policy will ensure that potential negative effects can be avoided. For example attempting to create key links after building construction would begin would impact on the character and satisfaction with the area for new residents and employees on the site. |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | 0 | 0 |  |

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|                                 |   |   |   |   |   |   |
|---------------------------------|---|---|---|---|---|---|
|                                 |   | Will it maintain and enhance the character of settlements?                              | X | + | + |   |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | + | + | 0 | This policy will ensure possible short-term issues of linkage to the road network are solved from the outset and will be important in creating the developments sense of place. |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? | + | + | 0 |   |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | X | 0 | 0 | Opening access routes prior to development may result in negative environmental effects during the short term that may only have otherwise occurred at later stages.            |
|                                 |   | Will it improve air quality?  | X | 0 | 0 |   |
|                                 |   | Will it reduce traffic volumes?   | X | 0 | 0 |   |
|                                 |   | Will it support travel by means other than the car?                                     | 0 | 0 | 0 |   |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       | 0 | 0 | 0 |   |
|                                 |   | Will it reduce or minimise light pollution?   | X | 0 | 0 |   |

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|------------------------|---|---|---|---|---|--|
|                        |   | Will it improve water quality including by reducing diffuse and point source water pollution? | 0 | 0 | 0 |  |
|                        | 4.2 Minimise waste production and support the recycling of waste products               | Will it reduce household waste?   | 0 | 0 | 0 |  |
|                        |   | Will it increase waste recovery and recycling?  | 0 | 0 | 0 |  |
|                        | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence?       | 0 | 0 | 0 |  |
| 5. Healthy communities | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?  | 0 | 0 | 0 |  |
|                        |   | Will it encourage healthy lifestyles, including travel choices?                               | 0 | 0 | 0 |  |
|                        | 5.2 Reduce and prevent crime, and reduce the fear of crime                              | Will it reduce actual levels of crime?  | 0 | 0 | 0 |  |
|                        |   | Will it reduce fear of crime?   | 0 | 0 | 0 |  |

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|                          |  |   |   |   |   |  |
|--------------------------|--|---|---|---|---|--|
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  | 0 | 0 | 0 |  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | 0 | 0 |  |

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|--|---|---|---|---|---|--|
|  |   | Will it support and improve community and public transport?   | 0 | 0 | 0 |  |
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0 | 0 |  |
|  |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |  |
|  |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0 |  |
|  | 6.3 Ensure all groups have access to decent, appropriate and affordable housing               | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0 | 0 |  |
|  |   | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |  |

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|                     |  |   |   |   |   |  |
|---------------------|--|---|---|---|---|--|
|                     |  | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |  |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |  |
|                     |  | Will it encourage engagement with community activities?   | 0 | 0 | 0 |  |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0 | 0 |  |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0 | 0 |  |
|                     |  | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |  |
|                     |  | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |  |



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|--|---|---|---|---|---|--|
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?   | 0 | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?  | 0 | 0 | 0 |  |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy   | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 |  |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |  |

|  |  |  |   |   |   |  |
|--|--|--|---|---|---|--|
|  |  | Will it support sustainable tourism?   | 0 | 0 | 0 |  |
|  |  | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres? | 0 | 0 | 0 |  |
| <b>Summary:</b>  |  |  |   |   |   |  |
| This policy states that prior to development highway provision must be in place and funded by the development. In general this is considered to have minor effects. This may create some pollution and nuisance in the area from an early stage of the construction process, but may also help to create a new character and sense of place in advance of building construction. |  |  |   |   |   |  |
| <b>Mitigation/Recommendations:</b>   |  |  |   |   |   |  |
| None proposed  |  |  |   |   |   |  |

| Preferred Option Policy NW16: Public Transport Provision |   |   |            |          |           |          |
|--|---|---|------------|----------|-----------|----------|
| SA Topic   | SA objectives   | Decision-making criteria  | Short term | Med term | Long term | Comments |
| 1. Land and water resources                              | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |          |
|  |   | Will it use land efficiently?   | 0          | 0        | 0         |          |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |          |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |          |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |          |
|  | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |          |
| Will it conserve ground water resources?                 |   | 0   | 0          | 0        |           |          |
| 2. Biodiversity  | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | 0          | 0        | 0         |          |
|  | 2.2 Maintain and enhance the range and viability of characteristic habitats and species     | Will it conserve species, reversing declines, and help to enhance diversity?                            | 0          | 0        | 0         |          |
|  |   | Will it reduce habitat fragmentation?   | 0          | 0        | 0         |          |

|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  |   | Will it help achieve Biodiversity Action Plan targets?  | 0 | 0 | 0 |  |
|  | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places                  | Will it improve access to wildlife, and wild places?  | 0 | 0 | 0 |  |
|  |   | Will it maintain and, where possible, increase the area of high-quality green space in the District?  | 0 | 0 | 0 |  |
|  |   | Will it promote understanding and appreciation of wildlife?   | 0 | 0 | 0 |  |
|  |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |  |
| 3. Landscape, townscape and archaeology                                    | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |
|  | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | ? | ? | ? |  |
| Will it protect and enhance open spaces of amenity and recreational value? |   | 0   | 0 | 0 |   |  |

|   |   |   |   |   |   |  |
|---|---|---|---|---|---|--|
|   |   | Will it maintain and enhance the character of settlements?                              | ? | ? | ? |  |
|   | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | 0 | 0 | 0 |  |
|   |   | Will it lead to developments built to a high standard of design, and good place making? | 0 | 0 | 0 |  |
| 4. Climate change and pollution   | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | + | + | + | Providing new and accessible bus routes will help to mitigate for potential traffic volumes and pollution associated with these vehicles. The option also promotes accessibility to bus routes. However there is some uncertainty in the assessment because the success of the option depends to a degree on uptake of the service and location of particular receptors to bus routes for example. |
|   |   | Will it improve air quality?  | ? | ? | ? |  |
|   |   | Will it reduce traffic volumes?   | 0 | + | + |  |
|   |   | Will it support travel by means other than the car?                                     | + | + | + |  |
|   |   | Will it reduce levels of noise or noise concerns?                                       | ? | ? | ? |  |
|   |   | Will it reduce or minimise light pollution?   | 0 | 0 | 0 |  |
|   | Will it improve water quality including by reducing diffuse and point source water pollution?                           | 0   | 0 | 0 |   |  |
| 4.2 Minimise waste production and support the recycling of waste products | Will it reduce household waste?   | 0   | 0 | 0 |   |  |
|   | Will it increase waste recovery and recycling?  | 0   | 0 | 0 |   |  |

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|--------------------------|--|--|---|----|----|---|
|                          | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)  | Will it minimise risk to people and property from flooding, storm events or subsidence?  | 0 | 0  | 0  |   |
| 5. Healthy communities   | 5.1 Maintain and enhance human health  | Will it reduce substantially reduce mortality rates?   | 0 | 0  | 0  |   |
|                          |  | Will it encourage healthy lifestyles, including travel choices?  | 0 | 0  | 0  |   |
|                          | 5.2 Reduce and prevent crime, and reduce the fear of crime   | Will it reduce actual levels of crime?   | 0 | 0  | 0  |   |
|                          |  | Will it reduce fear of crime?  | 0 | 0  | 0  |   |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?   | 0 | 0  | 0  |   |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0 | 0  | 0  | The appraisal assumes that alongside the creation of highways in advance of the on site development bus routes will also be operational early in the construction process. In particular the proposed orbital route between University West and the Science Park. If this is the case there will be short and long term effects. Significant benefits should be seen, in terms of providing |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?           | + | ++ | ++ |   |

|   |  |   |   |    |    |  |
|---|--|---|---|----|----|--|
|   |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking?       | + | ++ | ++ | accessibility, into the longer term.   |
|   |  | Will it support and improve community and public transport?   | + | ++ | ++ |  |
| 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income |  | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0  | 0  | A small distance (440m) between residential areas and bus stops should help to promote accessibility, although this will also depend on the design of bus stops and the vehicles themselves. |
|   |  | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0  | 0  |  |
|   |  | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | +  | +  |  |
| 6.3 Ensure all groups have access to decent, appropriate and affordable housing               |  | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0  | 0  |  |
|   |  | Will it reduce the number of unfit homes?   | 0 | 0  | 0  |  |
|   |  | Will it meet the needs of the travelling community?   | 0 | 0  | 0  |  |

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|---|--|---|---|----|----|---|
|   | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0  | 0  |   |
|   |  | Will it encourage engagement with community activities?   | 0 | 0  | 0  |   |
| 7.Economic activity   | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0  | 0  | This policy, and in particular the orbital bus route, will promote the use of buses to commute. |
|   |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0  | 0  |   |
|   |  | Will it improve accessibility to local employment by means other than the car?  | 0 | ++ | ++ |   |
|   |  | Will it encourage the rural economy and diversification?  | 0 | 0  | 0  |   |
| 7.2 Support appropriate investment in people, places, communications and other infrastructure |  | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | 0  | 0  |   |
|   |  | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0  | 0  |   |
|   |  | Will it improve access to education and training, and support provision of skilled employees to the economy?                | 0 | 0  | 0  |   |



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|--|---|---|---|---|---|--|
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 |  |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |  |
|  |   | Will it support sustainable tourism?  | 0 | 0 | 0 |  |
|  |   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |  |
| <b>Summary:</b>  |   |   |   |   |   |  |
| <p>This policy will have a range of benefits relating to increasing accessibility between the new development and that existing within Cambridge. This will include both employment and retail areas. It is considered that modal shift will be possible and the proposed routes would provide real alternatives to the use of private vehicles. Buses have the benefit of reducing the volume of pollutants (assuming the buses are busy and many vehicles would be single occupancy). The assessment identifies that minor impacts on the character of the development as a result of clutter and street furnishings could be noted.</p> |   |   |   |   |   |  |
| <b>Mitigation/Recommendations:</b>   |   |   |   |   |   |  |
| <p>It is recommended that as part of the design statement required in <b>NW3</b> street furnishing is a consideration to mitigate for particular issues.</p>   |   |   |   |   |   |  |

| Preferred Option Policy NW17: Cycling Provision |   |   |            |          |           |          |
|---|---|---|------------|----------|-----------|----------|
| SA Topic  | SA objectives   | Decision-making criteria  | Short term | Med term | Long term | Comments |
| 1. Land and water resources                     | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |          |
|   |   | Will it use land efficiently?   | 0          | 0        | 0         |          |
|   |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |          |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |          |
|   |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |          |
|   | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |          |
| Will it conserve ground water resources?        |   | 0   | 0          | 0        |           |          |
| 2. Biodiversity                                 | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | 0          | 0        | 0         |          |
|   | 2.2 Maintain and enhance the range and viability of characteristic habitats and species     | Will it conserve species, reversing declines, and help to enhance diversity?                            | 0          | 0        | 0         |          |
|   |   | Will it reduce habitat fragmentation?   | 0          | 0        | 0         |          |

|   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|
|   |   | Will it help achieve Biodiversity Action Plan targets?  | 0 | 0 | 0 |   |
|   | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places                  | Will it improve access to wildlife, and wild places?  | 0 | 0 | 0 |   |
|   |   | Will it maintain and, where possible, increase the area of high-quality green space in the District?  | 0 | 0 | 0 |   |
|   |   | Will it promote understanding and appreciation of wildlife?   | 0 | 0 | 0 |   |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |   |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |   |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | + | + | Although the provision of cycle routes will involve some street furnishing the negative impacts of these are not considered significant. In fact, the benefits of connecting to existing cycle routes and surrounding villages and countryside, alongside |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | 0 | 0 |   |

|  |   |   |   |    |    |  |
|--|---|---|---|----|----|--|
|  |   | Will it maintain and enhance the character of settlements?                              | 0 | +  | +  | encouraging site permeability by cycle will help to create a distinctive character within the new development itself.  |
|  | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | 0 | +  | +  | The provision of cycle routes connecting to the rest of the city is considered to be good place making that will help to foster satisfaction with the new neighbourhood  |
|  |   | Will it lead to developments built to a high standard of design, and good place making? | 0 | +  | +  |  |
| 4. Climate change and pollution                | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | ++ | ++ | The provision of new cycling infrastructure and importantly connecting to the wider cycle network will help to provide a realistic alternative to using motor vehicles. The benefits for reducing pollution are considered to be significant in this case. |
|  |   | Will it improve air quality?  | 0 | ++ | ++ |  |
|  |   | Will it reduce traffic volumes?   | 0 | +  | +  |  |
|  |   | Will it support travel by means other than the car?                                     | 0 | ++ | ++ |  |
|  |   | Will it reduce levels of noise or noise concerns?                                       | 0 | +  | +  |  |
|  |   | Will it reduce or minimise light pollution?   | 0 | 0  | 0  |  |
|  | Will it improve water quality including by reducing diffuse and point source water pollution?                           | 0   | 0 | 0  |    |  |
|  | 4.2 Minimise waste production and support the recycling of waste products   | Will it reduce household waste?   | 0 | 0  | 0  |  |
| Will it increase waste recovery and recycling? |   | 0   | 0 | 0  |    |  |

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|                          |  |  |   |    |    |   |
|--------------------------|--|--|---|----|----|---|
|                          | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)  | Will it minimise risk to people and property from flooding, storm events or subsidence?  | 0 | 0  | 0  |   |
| 5. Healthy communities   | 5.1 Maintain and enhance human health  | Will it reduce substantially reduce mortality rates?   | 0 | +  | +  | Cycle routes will promote healthier lifestyles, especially as it offers a real alternative for commuting with the City.                               |
|                          |  | Will it encourage healthy lifestyles, including travel choices?  | 0 | ++ | ++ |   |
|                          | 5.2 Reduce and prevent crime, and reduce the fear of crime   | Will it reduce actual levels of crime?   | 0 | 0  | 0  |   |
|                          |  | Will it reduce fear of crime?  | 0 | 0  | 0  |   |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?   | 0 | +  | +  | This policy states cycleways will join to existing routes into the surrounding countryside. This should help to promote accessibility to open spaces. |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0 | 0  | 0  | This policy will help to promote accessibility to services and facilities by sustainable transport.   |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?           | 0 | +  | +  |   |

|   |  |   |   |    |    |  |
|---|--|---|---|----|----|--|
|   |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking?       | 0 | ++ | ++ |  |
|   |  | Will it support and improve community and public transport?   | 0 | 0  | 0  |  |
| 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income |  | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0  | 0  |  |
|   |  | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0  | 0  |  |
|   |  | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0  | 0  |  |
| 6.3 Ensure all groups have access to decent, appropriate and affordable housing               |  | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0  | 0  |  |
|   |  | Will it reduce the number of unfit homes?   | 0 | 0  | 0  |  |
|   |  | Will it meet the needs of the travelling community?   | 0 |    |    |  |

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|   |  |   |   |    |    |  |
|---|--|---|---|----|----|--|
|   | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0  | 0  |  |
|   |  | Will it encourage engagement with community activities?   | 0 | 0  | 0  |  |
| 7.Economic activity   | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0  | 0  | This policy will promote cycling as a realistic mode of transport for commuting. |
|   |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0  | 0  |  |
|   |  | Will it improve accessibility to local employment by means other than the car?  | 0 | ++ | ++ |  |
|   |  | Will it encourage the rural economy and diversification?  | 0 | 0  | 0  |  |
| 7.2 Support appropriate investment in people, places, communications and other infrastructure |  | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | 0  | 0  |  |
|   |  | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0  | 0  |  |
|   |  | Will it improve access to education and training, and support provision of skilled employees to the economy?                | 0 | 0  | 0  |  |

|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 |  |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |  |
|  |   | Will it support sustainable tourism?  | 0 | 0 | 0 |  |
|  |   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |  |
| <b>Summary:</b>  |   |   |   |   |   |  |
| This policy will help to promote the use of the bicycle as a means to travel around the city and its surroundings for work and leisure purposes. The policy will ensure connectivity with the rest of the cycle network, which is essential for its success. The measures contained within the supporting text such as provision of cycle storage for all dwellings should help promote ownership, again a key factor in the success of cycle provision. |   |   |   |   |   |  |
| <b>Mitigation/Recommendations:</b>   |   |   |   |   |   |  |
| None proposed.   |   |   |   |   |   |  |



| Preferred Option Policy NW18: Walking Provision |   |   |            |          |           |          |
|---|---|---|------------|----------|-----------|----------|
| SA Topic  | SA objectives   | Decision-making criteria  | Short term | Med term | Long term | Comments |
| 1. Land and water resources                     | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |          |
|   |   | Will it use land efficiently?   | 0          | 0        | 0         |          |
|   |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |          |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |          |
|   |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |          |
|   | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |          |
| Will it conserve ground water resources?        |   | 0   | 0          | 0        |           |          |
| 2. Biodiversity                                 | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | 0          | 0        | 0         |          |
|   | 2.2 Maintain and enhance the range and viability of characteristic habitats and species     | Will it conserve species, reversing declines, and help to enhance diversity?                            | 0          | 0        | 0         |          |
|   |   | Will it reduce habitat fragmentation?   | 0          | 0        | 0         |          |

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|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  |   | Will it help achieve Biodiversity Action Plan targets?  | 0 | 0 | 0 |  |
|  | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places                  | Will it improve access to wildlife, and wild places?  | 0 | 0 | 0 |  |
|  |   | Will it maintain and, where possible, increase the area of high-quality green space in the District?  | 0 | 0 | 0 |  |
|  |   | Will it promote understanding and appreciation of wildlife?   | 0 | 0 | 0 |  |
|  |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |  |
| 3. Landscape, townscape and archaeology                                    | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |
|  | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | + | + |  |
| Will it protect and enhance open spaces of amenity and recreational value? |   | 0   | 0 | 0 |   |  |

|                                 |   |   |   |    |    |   |
|---------------------------------|---|---|---|----|----|---|
|                                 |   | Will it maintain and enhance the character of settlements?                              | 0 | +  | +  |   |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | 0 | +  | +  | The provision of direct, attractive and safe walking routes connecting to the rest of the city is considered to be good place making that will help to foster satisfaction with the new neighbourhood   |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? | 0 | +  | +  |   |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | +  | +  | The provision of new walking routes, and in particular direct and safe routes will help to provide realistic alternatives to the car for short journeys (e.g. from on site accommodation to the proposed local centre and employment areas). The benefits for reducing pollution are considered to have a minor significance as this mode of transport may not be considered suitable by all members of the population and for longer journeys. |
|                                 |   | Will it improve air quality?  | 0 | +  | +  |   |
|                                 |   | Will it reduce traffic volumes?   | 0 | +  | +  |   |
|                                 |   | Will it support travel by means other than the car?                                     | 0 | ++ | ++ |   |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       | 0 | +  | +  |   |
|                                 |   | Will it reduce or minimise light pollution?   | 0 | 0  | 0  |   |
|                                 | Will it improve water quality including by reducing diffuse and point source water pollution?                           | 0   | 0 | 0  |    |   |
|                                 | 4.2 Minimise waste production and support the recycling of waste products   | Will it reduce household waste?   | 0 | 0  | 0  |   |
|                                 |   | Will it increase waste recovery and recycling?  | 0 | 0  | 0  |   |

|  |   |  |   |   |  |   |
|--|---|--|---|---|--|---|
|  | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)                                   | Will it minimise risk to people and property from flooding, storm events or subsidence?  | 0 | 0 | 0  |   |
| 5. Healthy communities   | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?   | 0 | + | +  | New walking routes will promote healthier lifestyles.   |
|  |   | Will it encourage healthy lifestyles, including travel choices?  | 0 | + | +  |   |
|  | 5.2 Reduce and prevent crime, and reduce the fear of crime  | Will it reduce actual levels of crime?   | 0 | 0 | 0  | The fear of crime could be a detractor for use of this mode of transport. Walkways need to be constructed to the standards of designing out crime, such as being well lit and overlooked by residents. Policy <b>NW11</b> implies that this will be sought as does <b>NW2 (2(i))</b> and as such the assessment is considered to be positive. |
|  |   | Will it reduce fear of crime?  | 0 | + | +  |   |
| 5.3 Improve the quantity and quality of publicly accessible open space | Will it increase the quantity and quality of publicly accessible open space?  | 0  | + | + | This policy indicates that pathways will join to existing routes into the surrounding countryside. This should help to promote accessibility to open spaces. |   |
| 6. Inclusive communities   | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0 | 0 | 0  | This policy will promote walking as a means of transport. Linkages with the existing network and permeability of the development site will help to further encourage this mode of transport.  |

|  |   |   |   |    |    |  |
|--|---|---|---|----|----|--|
|  | leisure opportunities)  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                                    | 0 | +  | +  |  |
|  |   | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking?       | 0 | ++ | ++ |  |
|  |   | Will it support and improve community and public transport?   | 0 | 0  | 0  |  |
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0  | 0  |  |
|  |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0  | 0  |  |
|  |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0  | 0  |  |
|  | 6.3 Ensure all groups have access to decent, appropriate and affordable housing               | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0  | 0  |  |

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|---|--|---|---|---|---|--|
|   |  | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |  |
|   |  | Will it meet the needs of the travelling community?   | 0 |   |   |  |
|   | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |  |
|   |  | Will it encourage engagement with community activities?   | 0 | 0 | 0 |  |
| 7.Economic activity   | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0 | 0 | This policy will promote walking as a realistic mode of transport for commuting, although the volume of people choosing this mode will reduce as distance increases. |
|   |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0 | 0 |  |
|   |  | Will it improve accessibility to local employment by means other than the car?  | 0 | + | + |  |
|   |  | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |  |
| 7.2 Support appropriate investment in people, places, communications and other infrastructure |  | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | 0 | 0 |  |
|   |  | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |  |

|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?  | 0 | 0 | 0 |  |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 |  |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |  |
|  |   | Will it support sustainable tourism?  | 0 | 0 | 0 |  |
|  |   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |  |

**Summary:**

It is important that development on the site is permeable and provides linkages to surrounding areas. This will enable walking to be a feasible travel choice within the site and to local services and employment opportunities. Safety is a concern, particularly during the evening and pathways should be built to the standards and requirements of measures to design out crime. This will include routes being well lit and overlooked by residential and employment development.

**Mitigation/Recommendations:**

None proposed. Refer to **NW2 (2 (i))**.

| Preferred Option Policy NW19: Parking Standards |   |   |            |          |           |          |
|---|---|---|------------|----------|-----------|----------|
| SA Topic  | SA objectives   | Decision-making criteria  | Short term | Med term | Long term | Comments |
| 1. Land and water resources                     | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |          |
|   |   | Will it use land efficiently?   | 0          | 0        | 0         |          |
|   |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |          |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |          |
|   |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |          |
|   | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |          |
| Will it conserve ground water resources?        |   | 0   | 0          | 0        |           |          |
| 2. Biodiversity                                 | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | 0          | 0        | 0         |          |
|   | 2.2 Maintain and enhance the range and viability of characteristic habitats and species     | Will it conserve species, reversing declines, and help to enhance diversity?                            | 0          | 0        | 0         |          |
|   |   | Will it reduce habitat fragmentation?   | 0          | 0        | 0         |          |



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|   |   |   |   |   |   |  |  |
|---|---|---|---|---|---|--|--|
|   |   | Will it help achieve Biodiversity Action Plan targets?  | 0 | 0 | 0 |  |  |
|   | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places                  | Will it improve access to wildlife, and wild places?  | 0 | 0 | 0 |  |  |
|   |   | Will it maintain and, where possible, increase the area of high-quality green space in the District?  | 0 | 0 | 0 |  |  |
|   |   | Will it promote understanding and appreciation of wildlife?   | 0 | 0 | 0 |  |  |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |  |  |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |  |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | ? | ? |  | The result of this assessment will depend on the actual level of parking provision and how this will be implemented, e.g. on street parking, driveway or homes with garages. |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | 0 | 0 |  |  |
|   |   | Will it maintain and enhance the character of settlements?  | 0 | ? | ? |  |  |

|   |   |   |   |   |   |  |
|---|---|---|---|---|---|--|
|   | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live?       | 0 | 0 | 0 |  |
|   |   | Will it lead to developments built to a high standard of design, and good place making?       | 0 | 0 | 0 |  |
| 4. Climate change and pollution   | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | ? | ? | Car parking standards can be used to minimise the likelihood of car use, by suppressing vehicle ownership. The development site could promote car free development, hence going beyond these standards.<br><br>The assessment is uncertain because at this stage the number and type of housing units and the exact type of employment use, is not certain. This will affect the likely number of spaces (hence vehicles) that would be permitted on the site. |
|   |   | Will it improve air quality?  | 0 | ? | ? |  |
|   |   | Will it reduce traffic volumes?   | 0 | ? | ? |  |
|   |   | Will it support travel by means other than the car?   | 0 | ? | ? |  |
|   |   | Will it reduce levels of noise or noise concerns?   | 0 | 0 | 0 |  |
|   |   | Will it reduce or minimise light pollution?   | 0 | 0 | 0 |  |
|   |   | Will it improve water quality including by reducing diffuse and point source water pollution? | 0 | 0 | 0 |  |
| 4.2 Minimise waste production and support the recycling of waste products               | Will it reduce household waste?   | 0   | 0 | 0 |   |  |
|   | Will it increase waste recovery and recycling?  | 0   | 0 | 0 |   |  |
| 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence?                                 | 0   | 0 | 0 |   |  |

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|                          |  |   |   |   |   |   |
|--------------------------|--|---|---|---|---|---|
| 5. Healthy communities   | 5.1 Maintain and enhance human health  | Will it reduce substantially reduce mortality rates?  | 0 | 0 | 0 |   |
|                          |  | Will it encourage healthy lifestyles, including travel choices?   | 0 | 0 | 0 |   |
|                          | 5.2 Reduce and prevent crime, and reduce the fear of crime   | Will it reduce actual levels of crime?  | 0 | 0 | 0 |   |
|                          |  | Will it reduce fear of crime?   | 0 | 0 | 0 |   |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  | 0 | 0 | 0 |   |
|                          |  |   |   |   |   |   |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | 0 | 0 | 0 | The use of standards for cycle parking provision should help to promote accessibility to the wider area by means other than private vehicles. |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0 | 0 |   |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | + | + |   |
|                          |  | Will it support and improve community and public transport?   | 0 | 0 | 0 |   |

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|   |  |   |   |   |   |   |
|---|--|---|---|---|---|---|
|   | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income                | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0 | 0 |   |
|   |  | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |   |
|   |  | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0 |   |
|   | 6.3 Ensure all groups have access to decent, appropriate and affordable housing                              | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0 | 0 |   |
|   |  | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |   |
|   |  | Will it meet the needs of the travelling community?   | 0 |   |   |   |
| 6.4 Encourage and enable the active involvement of local people in community activities | Will it increase the ability of people to influence decisions?   | 0   | 0 | 0 |   |   |
|   | Will it encourage engagement with community activities?  | 0   | 0 | 0 |   |   |
| 7.Economic activity   | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0 | 0 | The use of standards for cycle parking provision should help to promote accessibility to employment opportunities by means other than private vehicles. |
|   |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one?   | 0 | 0 | 0 |   |

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|--|---|---|---|---|---|--|
|  |   | Will it improve accessibility to local employment by means other than the car?  | 0 | + | + |  |
|  |   | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |  |
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?   | 0 | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?  | 0 | 0 | 0 |  |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy   | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 |  |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |  |
|  |   | Will it support sustainable tourism?  | 0 | 0 | 0 |  |
|  |   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |  |

**Summary:**

The assessment has been undertaken with the assumption that the car parking standards will be lower than the maximum standards indicated in Appendix 1 of the AAP whilst cycle parking standards are maximised. This assumption is based on Paragraph 2.2 of the car parking standards as follows:

Levels of car parking below the stated levels, including car-free developments, will be supported where:

- The site has good access to High Quality Public Transport bus services, pedestrian and cycle routes;
- For residential developments, the site is within close proximity to shops and other local services;
- Reduced car ownership/use can be encouraged by provision of car pooling/car share clubs; and
- Reduced car ownership/use can be enforced by means of a planning condition or obligation, on-street controls, or other methods to ensure that increased on-street parking pressure will not occur.

The vision and objectives of the AAP can be considered to seek to achieve the above caveats. Therefore it is reasonable to assume that parking provision will be low and opportunities for the site confirm this.

The uncertainty over the exact standards that are applicable for the development is reflected in the uncertainty illustrated in the assessment. The use of cycle standards will help to promote this mode of transport. However, without ascertaining the level of parking provision it is difficult to gauge the level of pollution impacts attributable to private vehicles that the site may produce.

**Mitigation/Recommendations:**

It is fair to assume that parking standards can be reduced based on the caveats in paragraph 2.2 of Appendix 1 of the AAP. Some of the land uses on site, such as the student accommodation, can be considered to be car free, as implied through paragraph 4.9. However, the provision of car free development should also be consider for the market and key worker housing. In conjunction with the cycling and public transport provisions of other policies it is considered that at least part of this site would not be unduly compromised by such requirements.

It is therefore a recommendation that the policy be expanded to promote car free development for all of the land uses designated on the site.

| Preferred Option Policy NW20: Provision of Community Services and Facilities, Arts and Culture |   |   |  |          |           |                              |  |
|--|---|---|--|----------|-----------|------------------------------|--|
| SA Topic   | SA objectives   | Decision-making criteria  | Short-term   | Med-term | Long-term | Comments                     |  |
| 1. Land and water resources  | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0  | 0        | 0         | See assessment <b>NW21</b> . |  |
|  |   | Will it use land efficiently?   | ++   | ++       | ++        |                              |  |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | ++   | ++       | ++        |                              |  |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0  | 0        | 0         |                              |  |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0  | 0        | 0         |                              |  |
|  | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0  | 0        | 0         |                              |  |
|  |   | Will it conserve ground water resources?  | 0  | 0        | 0         |                              |  |
|  | 2. Biodiversity   | 2.1 Avoid damage to designated sites and protected species  | Will it protect sites designated for nature conservation interest?           | 0        | 0         | 0                            | Development principle <b>NW2 (2f and 3n)</b> should ensure that protected sites and species are protected and enhanced |
|  |   | 2.2 Maintain and enhance the range and viability of characteristic habitats and species                 | Will it conserve species, reversing declines, and help to enhance diversity? | 0        | 0         | 0                            | Effects on non-designated species and habitat will not be significant  |
| Will it reduce habitat fragmentation?  |   |   | 0  | 0        | 0         |                              |  |

|   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|
|   |   | Will it help achieve Biodiversity Action Plan targets?  | 0 | 0 | 0 |   |
|   | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places                  | Will it improve access to wildlife, and wild places?  | ? | ? | ? | Open space, green space and biodiversity rich areas are not defined in the policy as community facilities. These are, however, defined as social infrastructure in <b>Policy N33</b> and will also be provided for through <b>Policy N23</b> . This policy should support effective provision of green space that also brings community benefits. |
|   |   | Will it maintain and, where possible, increase the area of high-quality green space in the District?  | ? | ? | ? |   |
|   |   | Will it promote understanding and appreciation of wildlife?   | ? | ? | ? |   |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |   |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 | Development Principles ( <b>NW2 N</b> and <b>R</b> ) should ensure that this Policy does not impact upon historical or cultural interest.   |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | 0 | 0 | Development principle <b>NW2 G</b> should ensure that development of community facilities does not lead to deterioration of the high quality landscape setting.   |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | 0 | 0 |   |



|                                 |   |   |   |    |    |   |
|---------------------------------|---|---|---|----|----|---|
|                                 |   | Will it maintain and enhance the character of settlements?                              | 0 | 0  | 0  |   |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | 0 | ++ | ++ | There is an emphasis on ensuring that neighbourhoods have adequate facilities and services from the outset, which will be important for the development of sense of place.<br><br>There is an emphasis in the supporting text on ensuring that services and facilities are managed and maintained.                                |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? | 0 | ++ | ++ |   |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | ++ | ++ | Providing community services and facilities locally should reduce car journeys, therefore reducing emissions of greenhouse gases.<br><br>Some community facilities may have localised noise or light pollution impacts, although these issues are likely to be adequately addressed at the development control stage of planning. |
|                                 |   | Will it improve air quality?  | 0 | ++ | ++ |   |
|                                 |   | Will it reduce traffic volumes?   | 0 | ++ | ++ |   |
|                                 |   | Will it support travel by means other than the car?                                     | 0 | ++ | ++ |   |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       | 0 | ?  | ?  |   |
|                                 |   | Will it reduce or minimise light pollution?   | 0 | ?  | ?  |   |
|                                 | Will it improve water quality including by reducing diffuse and point source water pollution?                           | 0   | 0 | 0  |    |   |
|                                 | 4.2 Minimise waste production and   | Will it reduce household waste?   | 0 | 0  | 0  | Although this policy does not refer to the provision of services or   |

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|                               |   |   |   |    |    |  |
|-------------------------------|---|---|---|----|----|--|
|                               | support the recycling of waste products   | Will it increase waste recovery and recycling?  | 0 | +  | +  | facilities for recycling it can be assumed that this policy will be conducive with ensuring adequate provision. Current Council standards in regards to the provision of recycling would promote this positive outcome.  |
|                               | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence? | 0 | 0  | 0  |  |
| 5. Healthy communities        | 5.1 Maintain and enhance human health   | Will it substantially reduce mortality rates?   | 0 | +  | +  | Provision of local health facilities will be particularly beneficial to the elderly population. An assessment of need is likely to be necessary to identify if this is a priority.   |
|                               |   | Will it encourage healthy lifestyles, including travel choices?                         | 0 | ++ | ++ | There is an emphasis in the Policy and supporting text on reducing the need to travel by private car in order to access facilities and services, and also the use of shared community spaces. These factors are conducive with promotion of healthy communities and healthy, outdoor lifestyles. |
|                               | 5.2 Reduce and prevent crime, and reduce the fear of crime                              | Will it reduce actual levels of crime?  | 0 | 0  | 0  | The supporting text to this policy emphasises the need to manage and maintain facilities which will be important to ensure that they do not become run-down. Run-down facilities can foster crime and fear of crime.   |
| Will it reduce fear of crime? |   | 0   | + | +  |    |  |

|                          |  |   |   |    |    |  |
|--------------------------|--|---|---|----|----|--|
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  | 0 | +  | +  | Open space is not defined in the policy as community facilities. However it is defined as social infrastructure in <b>Policy N33</b> and will also be provided for through <b>Policy N23</b> . This policy should support effective provision of green space that also brings community benefits.  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | 0 | 0  | 0  | This policy deals with adequate and accessible local provision but does not address the quality or range of services and facilities that will be provided. The supporting text does address the need to manage and maintain facilities.<br><br>This policy allows for future consideration of the need for community or public transport as and when need is identified. |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | ++ | ++ |  |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | ++ | ++ |  |
|                          |  | Will it support and improve community and public transport?   | 0 | +  | +  |  |

|  |   |   |   |    |    |   |
|--|---|---|---|----|----|---|
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0 | ++ | ++ | Provision of local services and facilities implies that they will be widely accessible to all local residents. Also, local shared facilities can help to foster a sense of community that breaks down barriers between different social groups. The policy promotes services and facilities that will have a degree of community ownership, which can help foster community interest and integration. This aim is further referred to in the supporting text. |
|  |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0  | 0  |   |
|  |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | ++ | ++ |   |
|  | 6.3 Ensure all groups have access to decent, appropriate and affordable housing               | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0  | 0  |   |
|  |   | Will it reduce the number of unfit homes?   | 0 | 0  | 0  |   |
|  |   | Will it meet the needs of the travelling community?   | 0 | 0  | 0  |   |
|  | 6.4 Encourage and enable the active involvement of local people in community activities       | Will it increase the ability of people to influence decisions?  | 0 | ++ | ++ | This policy emphasises the role of key stakeholders in identifying need for local services and facilities. It also makes provision for community run services and facilities.   |
|  |   | Will it encourage engagement with community activities?   | 0 | ++ | ++ |   |

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|                     |  |   |   |    |    |   |
|---------------------|--|---|---|----|----|---|
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | +  | +  | To a certain degree, the promotion of a diverse range of local community services and facilities should lead to local business and employment opportunities.    |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | +  | +  |   |
|                     |  | Will it improve accessibility to local employment by means other than the car?  | 0 | 0  | 0  |   |
|                     |  | Will it encourage the rural economy and diversification?  | 0 | 0  | 0  |   |
|                     | 7.2 Support appropriate investment in people, places, communications and other infrastructure                | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | ++ | ++ | This policy promotes appropriate investment in community services and facilities at the local level, where they should lead to the greatest benefit for people. |
|                     |  | Will it support provision of key communications infrastructure, including broadband?  | 0 | ?  | ?  |   |
|                     |  | Will it improve access to education and training, and support provision of skilled employees to the economy?                | ? | ?  | ?  |   |
|                     | 7.3 Improve the efficiency, competitiveness,   | Will it improve business development and enhance competitiveness?   | 0 | 0  | 0  | The provision of local services and facilities should help to ensure the vitality and   |

|  |   |   |   |   |   |
|--|---|---|---|---|---|
| vitality and adaptability of the local economy | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 | sustainability of the new local centre. |
|  | Will it support sustainable tourism?  | 0 | 0 | 0 |   |
|  | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | + | + |   |

**Summary:**

This Policy promotes adequate provision of local services and facilities. This should lead to wide ranging benefits in terms of reduced car travel, healthy living and community vibrancy and cohesion due to the sense of 'ownership' of shared local facilities. Community cohesion is further promoted by an emphasis on provision for local services and facilities to be delivered by the community or voluntary sector and also the involvement of key stakeholders in identifying need. Community cohesion will be further promoted by this Policy in combination with Policy **NW21**, which will ensure that people are brought together in the local centre to make use of services and facilities.

**Mitigation/Recommendations:**

Part 1 of the policy has no mention of ensuring high quality services and facilities. Suggest rewording thus:

*"The development will provide an appropriate high quality level and type of services and facilities in suitable locations ..."*

Part 2 of the Policy should be reworded to make clearer what it is hoping to achieve. Suggest the addition of an e.g.:

*"Where appropriate, those services and facilities delivered by the community or voluntary sector (e.g. faith facilities) will be provided through..."*

| Preferred Option Policy NW21: A Local Centre |   |   |            |          |           |   |
|--|---|---|------------|----------|-----------|---|
| SA Topic                                     | SA objectives   | Decision-making criteria  | Short-term | Med-term | Long-term | Comments  |
| 1. Land and water resources                  | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         | Although the local centre will be on greenfield land, there is no scope for this policy to encourage otherwise. This policy does, however, promote the efficient use of land through locating all services and facilities in a single centre where possible, rather than allowing a more ad hoc provision, which could lead to inefficient use of land. |
|  |   | Will it use land efficiently?   | ++         | ++       | ++        |   |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | ++         | ++       | ++        |   |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         | Policy <b>NW25</b> promotes on-site renewable energy generation. Concentrating services, facilities and business in a local centre should mean that this creates a local energy need that can be met through local renewable energy generation.   |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | +          | +        | +         |   |
|  | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |   |
| Will it conserve ground water resources?     |   | 0   | 0          | 0        |           |   |

|                    |   |  |   |   |   |   |
|--------------------|---|--|---|---|---|---|
| 2.<br>Biodiversity | 2.1 Avoid damage to designated sites and protected species                              | Will it protect sites designated for nature conservation interest?                                   | 0 | 0 | 0 | Development principle <b>NW2 (n)</b> should ensure that protected sites and species are protected and enhanced  |
|                    | 2.2 Maintain and enhance the range and viability of characteristic habitats and species | Will it conserve species, reversing declines, and help to enhance diversity?                         | + | + | + | Concentrating development that provides services and facilities in one centre is conducive with allowing a strategic gap and an area of Green Belt to remain, which should allow for important habitat patches and corridors to remain. |
|                    |   | Will it reduce habitat fragmentation?  | + | + | + |   |
|                    |   | Will it help achieve Biodiversity Action Plan targets?   | + | + | + |   |
|                    | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places  | Will it improve access to wildlife, and wild places?   | + | + | + | As described in the supporting text, the local centre is located adjacent to the strategic gap, therefore increasing access to this greenspace resource.  |
|                    |   | Will it maintain and, where possible, increase the area of high-quality green space in the District? | + | + | + |   |
|                    |   | Will it promote understanding and appreciation of wildlife?  | + | + | + |   |
|                    |   | Will it improve access to the wider countryside through the network of public rights of way?         | + | + | + |   |



|   |   |   |    |    |  |  |
|---|---|---|----|----|--|--|
| 3. Landscape, townscape and archaeology                               | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | ?  | ?  | ?  | Development Principles <b>NW2 (n)</b> and <b>(r)</b> should ensure that this Policy does not impact upon historical or cultural interest.  |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | +  | +  | +  | The local centre is located in a position where it should not impact upon existing landscape or settlement character. It also removes pressure for similar development elsewhere, where impacts could be significant.<br><br>The location of the local centre should enhance the amenity value of the strategic gap. |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | +  | ++ | ++   |  |
|   |   | Will it maintain and enhance the character of settlements?  | +  | +  | +  |  |
| 3.3 Create places, spaces and buildings that work well, wear well and | Will it improve the satisfaction of people with their neighbourhoods as places to live?                 | 0   | ++ | ++ | The local centre should be a natural focus for the new community, therefore adding to a sense of place. Furthermore, the local centre should allow for a satisfactory range of services to be provided in an accessible fashion. |  |

|  |   |   |   |    |    |  |
|--|---|---|---|----|----|--|
|  | look good   | Will it lead to developments built to a high standard of design, and good place making?       | 0 | ++ | ++ |  |
| 4. Climate change and pollution                | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | +  | +  | The policy promotes provision of a wide range of services and facilities in a single local centre. This should lead to more people accessing services by sustainable modes of transport, and less reliance of use of the private car. As a result there should be benefits in terms of reduced greenhouse gas emissions.<br><br>However, a local centre may attract vehicle trips from outside of the development and therefore the significance of benefits of this policy may be reduced |
|  |   | Will it improve air quality?  | 0 | +  | +  |  |
|  |   | Will it reduce traffic volumes?   | 0 | +  | +  |  |
|  |   | Will it support travel by means other than the car?   | 0 | ++ | ++ |  |
|  |   | Will it reduce levels of noise or noise concerns?   | 0 | ?  | ?  |  |
|  |   | Will it reduce or minimise light pollution?   | 0 | ?  | ?  |  |
|  |   | Will it improve water quality including by reducing diffuse and point source water pollution? | 0 | ?  | ?  |  |
|  | 4.2 Minimise waste production and support the recycling of waste products   | Will it reduce household waste?   | 0 | 0  | 0  | It is likely that this local centre could provide an ideal location for a community bring site for recyclable materials as promoted by the policy.   |
| Will it increase waste recovery and recycling? | 0   | +   | + |    |    |  |

|                        |   |   |   |    |    |   |
|------------------------|---|---|---|----|----|---|
|                        | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence? | 0 | +  | +  | The proposed local centre is not in the immediate flood zone, and will incorporate SuDS, as promoted by Policy <b>NW26</b> .  |
| 5. Healthy communities | 5.1 Maintain and enhance human health   | Will it substantially reduce mortality rates?   | 0 | ?  | ?  | The local centre will provide an ideal location for healthcare facilities in terms of accessibility. Provision of local health facilities will be particularly beneficial to the elderly population.  |
|                        |   | Will it encourage healthy lifestyles, including travel choices?                         | 0 | ++ | ++ | This local centre will encourage healthy lifestyles through encouragement of walking and cycling to access services, as well as making open space highly accessible.  |
|                        | 5.2 Reduce and prevent crime, and reduce the fear of crime                              | Will it reduce actual levels of crime?  | 0 | ++ | ++ | A purpose built local centre that will include provision for emergency services including the police should reduce crime and fear of crime. There is an emphasis on creating a centre that is vibrant, with opportunities for social interaction, which should also be conducive with this aim. |
|                        |   | Will it reduce fear of crime?   | 0 | ++ | ++ |   |
|                        | 5.3 Improve the quantity and quality of publicly accessible open space                  | Will it increase the quantity and quality of publicly accessible open space?            | 0 | ++ | ++ | People will be drawn to the centre, and therefore the accessibility of the adjacent open space will increase.   |

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|                          |  |   |   |    |    |   |
|--------------------------|--|---|---|----|----|---|
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | 0 | ++ | ++ | The local centre will be accessible by a range of sustainable means of transport and will include a range of services, therefore maximising accessibility to services for all.  |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | ++ | ++ |   |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | ++ | ++ |   |
|                          |  | Will it support and improve community and public transport?   | 0 | ++ | ++ |   |
|                          | 6.2 Redress inequalities related to age, gender, disability, race,   | Will it improve relations between people from different backgrounds or social groups?   | 0 | +  | +  | This local centre will ensure that services and facilities are available more locally than would be the case if local residents had to make use of one of the existing local centres, or make use of facilities that are more dispersed. The policy |

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|--|---|---|---|---|---|---|---|
|  | faith, location and income  | Will it reduce poverty and social exclusion in those areas most affected?   | 0   | 0 | 0 | promotes public transport access, and it will be important to ensure that this enables access to the centre for those local residents who find walking even relatively short distances difficult. A well-used local centre that is accessed by foot should also allow opportunities for social interaction between different social groups. |   |
|  |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0   | + | + |   |   |
|  | 6.3 Ensure all groups have access to decent, appropriate and affordable housing         | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0   | 0 | 0 |   |   |
|  |   | Will it reduce the number of unfit homes?   | 0   | 0 | 0 |   |   |
|  |   | Will it meet the needs of the travelling community?   | 0   | 0 | 0 |   |   |
|  | 6.4 Encourage and enable the active involvement of local people in community activities | Will it increase the ability of people to influence decisions?  | 0   | 0 | 0 | Policy <b>NW20</b> promotes a local centre with strong bonds to the local community (for example the provision of community meeting rooms and emergency services). The aim is for the centre to be a focus of the community interaction and it should therefore encourage engagement with community activities.                             |   |
|  |   | Will it encourage engagement with community activities?   | 0   | + | + |   |   |
|  | 7.Economic activity   | 7.1 Help people gain access to satisfying work  | Will it encourage businesses development? | 0 | + | +   | The concentration of people in the centre making use of services and facilities will create further opportunities for development of further retail |

|  |   |   |   |    |    |  |
|--|---|---|---|----|----|--|
|  | appropriate to their skills, potential and place of residence                                 | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | +  | +  | business. Other small businesses may also be drawn to the area by the desire to be close to services and facilities. The result will be a diverse centre with a range of employment opportunities that can be easily accessed. |
|  |   | Will it improve accessibility to local employment by means other than the car?  | 0 | +  | +  |  |
|  |   | Will it encourage the rural economy and diversification?  | 0 | 0  | 0  |  |
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | +  | +  | The centre will provide a primary school and a library as well as retail opportunities. This may help to attract investment in other key community services and improve levels of skills and education.                        |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0  | 0  |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?                | 0 | ++ | ++ |  |

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|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy | Will it improve business development and enhance competitiveness?   | 0 | +  | +  | This centre will protect the shopping hierarchy. It will also provide good locations for small businesses. |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0  | 0  |  |
|  |   | Will it support sustainable tourism?  | 0 | 0  | 0  |  |
|  |   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | ++ | ++ |  |

**Summary:**

This policy promotes a local centre that will meet the needs of local residents by providing a range of services and facilities in an accessible location. Promoting a diversity of services and facilities in this one area should lead to a vibrant local centre, which represents an efficient use of land (and existing buildings) and should attract investment and encourage other small businesses to locate in the area.

There are wide ranging benefits to the provision of services and facilities in this fashion, as opposed to relying on residents making use of services and facilities in existing centres, which will be further away, or services and facilities that are provided in a more dispersed fashion. Firstly, concentrating services and facilities in one centre that is accessible by public transport should ensure that such a centre is highly accessible, which should benefit less mobile groups of society. Also, there will be reduced demand to travel further distances to access services, therefore reducing private car use. The centre will also be accessible by foot and cycle path, further reducing car journeys. A knock-on benefit of good bicycle and pedestrian access is the creation of opportunities for social interaction as well as encouraging a healthy outdoor lifestyle. Social interaction and health benefits should be further promoted through use of the greenspace that is adjacent to the centre.

**Mitigation/Recommendations:**

There were no negative impacts identified by the assessment. One recommendation is that, although the policy promotes public transport access, it will be important to ensure that this enables access to the centre for all elements of the community. This should be mitigated through **NW2 (1 (b))**.



| Preferred Option Policy NW22: Public Art |   |   |            |          |           |          |
|--|---|---|------------|----------|-----------|----------|
| SA Topic                                 | SA objectives   | Decision-making criteria  | Short-term | Med-term | Long-term | Comments |
| 1. Land and water resources              | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |          |
|  |   | Will it use land efficiently?   | 0          | 0        | 0         |          |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |          |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |          |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |          |
|  | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |          |
|  |   | Will it conserve ground water resources?  | 0          | 0        | 0         |          |

|                    |   |  |   |   |   |  |
|--------------------|---|--|---|---|---|--|
| 2.<br>Biodiversity | 2.1 Avoid damage to designated sites and protected species                              | Will it protect sites designated for nature conservation interest?                                   | 0 | 0 | 0 |  |
|                    | 2.2 Maintain and enhance the range and viability of characteristic habitats and species | Will it conserve species, reversing declines, and help to enhance diversity?                         | 0 | 0 | 0 |  |
|                    |   | Will it reduce habitat fragmentation?  | 0 | 0 | 0 |  |
|                    |   | Will it help achieve Biodiversity Action Plan targets?   | 0 | 0 | 0 |  |
|                    | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places  | Will it improve access to wildlife, and wild places?   | 0 | 0 | 0 | This policy does not detail where public art will be targeted within the new community. There is potential for public art to increase intellectual access to greenspace. |
|                    |   | Will it maintain and, where possible, increase the area of high-quality green space in the District? | 0 | ? | ? |  |
|                    |   | Will it promote understanding and appreciation of wildlife?  | 0 | 0 | 0 |  |
|                    |   | Will it improve access to the wider countryside through the network of public rights of way?         | 0 | 0 | 0 |  |

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| 3.<br>Landscape,<br>townscape<br>and<br>archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0  | 0  |   |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | ++ | ++ | This policy explicitly sets out the aim of public art to increase the character and distinctiveness of the new built environment. There is no mention of targeting art in order to enhance open space, but this should be something that is considered. |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | ?  | ?  |   |
|   |   | Will it maintain and enhance the character of settlements?  | 0 | ++ | ++ |   |
|   | 3.3 Create places, spaces and buildings that work well, wear well and look good                         | Will it improve the satisfaction of people with their neighbourhoods as places to live?   | 0 | ++ | ++ | This policy explicitly aims to create pride and a sense of ownership amongst residents of the new community. It can be assumed that these effects will be maximised if the art is targeted in the new local centre, where there is already likely       |

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|  |   | Will it lead to developments built to a high standard of design, and good place making?       | 0 | ++ | ++ | to be a degree of sense of shared ownership of services and facilities and open space.   |
| 4. Climate change and pollution                | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | 0  | 0  | It will be important to consider the lighting implications of public art.  |
|  |   | Will it improve air quality?  | 0 | 0  | 0  |  |
|  |   | Will it reduce traffic volumes?   | 0 | 0  | 0  |  |
|  |   | Will it support travel by means other than the car?   | 0 | 0  | 0  |  |
|  |   | Will it reduce levels of noise or noise concerns?   | 0 | 0  | 0  |  |
|  |   | Will it reduce or minimise light pollution?   | 0 | ?  | ?  |  |
|  |   | Will it improve water quality including by reducing diffuse and point source water pollution? | 0 | 0  | 0  |  |
|  | 4.2 Minimise waste production and support the recycling of waste products   | Will it reduce household waste?   | 0 | 0  | 0  | Integrating public art with public facilities for recycling could be an effective method of increasing use of such facilities. |
| Will it increase waste recovery and recycling? |   | 0   | ? | ?  |    |  |

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|                          |  |  |   |   |   |  |
|--------------------------|--|--|---|---|---|--|
|                          | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)  | Will it minimise risk to people and property from flooding, storm events or subsidence?  | 0 | 0 | 0 |  |
| 5. Healthy communities   | 5.1 Maintain and enhance human health  | Will it substantially reduce mortality rates?  | 0 | 0 | 0 | Public art will be conducive with encouraging people to access local services and facilities by means other than the private car, which can have significant health benefits.  |
|                          |  | Will it encourage healthy lifestyles, including travel choices?  | 0 | + | + |  |
|                          | 5.2 Reduce and prevent crime, and reduce the fear of crime   | Will it reduce actual levels of crime?   | 0 | + | + |  |
|                          |  | Will it reduce fear of crime?  | 0 | + | + |  |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?   | 0 | + | + |  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0 | 0 | 0 | Public art will be conducive with other Policy that seeks to maximise pedestrian and cycle access around the new development, and to the new local centre in particular. Although effects are unlikely to be significant, there could be some benefit to targeting public art along cycle and pedestrian routes. |

|  |   |   |   |    |    |  |  |
|--|---|---|---|----|----|--|--|
|  | opportunities)  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0  | 0  |  |  |
|  |   | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | 0  | 0  |  |  |
|  |   | Will it support and improve community and public transport?   | 0 | 0  | 0  |  |  |
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0 | ++ | ++ |  | There is an explicit focus on targeting public art to aid development of a sense of place amongst residents of the new community. This will be effective in bringing people from different backgrounds and social groups together.<br><br>The ability of public art to fulfil this role could possibly be maximised if it is concentrated in the new local centre, as the supporting text of Policy <b>NW21</b> already promotes this as an area where people will come together and interact. |
|  |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0  | 0  |  |  |

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|                     |   |   |   |   |   |   |
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|                     |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0 |   |
|                     | 6.3 Ensure all groups have access to decent, appropriate and affordable housing         | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0 | 0 |   |
|                     |   | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |   |
|                     |   | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |   |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 | There is no mention in the policy of public engagement with the provision of public art although the involvement of a lead artist could result in this. |
|                     |   | Will it encourage engagement with community activities?   | 0 | 0 | 0 |   |
| 7.Economic activity | 7.1 Help people gain access to satisfying work  | Will it encourage businesses development?   | 0 | 0 | 0 |   |

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|  | appropriate to their skills, potential and place of residence                                 | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0 | 0 |  |
|  |   | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |  |
|  |   | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |  |
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?                | 0 | 0 | 0 |  |



|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy | Will it improve business development and enhance competitiveness?   | 0 | ? | ? | Public art is conducive with maintaining the perception of Cambridge as an attractive city that embraces art and culture. Local economic benefits could be maximised if public art was concentrated in and around the proposed local centre. |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |  |
|  |   | Will it support sustainable tourism?  | 0 | + | + |  |
|  |   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | ? | ? |  |

**Summary:**

This policy explicitly promotes public art with the explicit aim of increasing the character and distinctiveness of the new built environment as well as aiming to create pride and a sense of ownership amongst residents of the new community. It can be assumed that these effects will be maximised if the art is targeted in the new local centre, where there is already likely to be a degree of sense of shared ownership of services and facilities and open space. Public art will be conducive with encouraging people to access local services and facilities by means other than the private car, which can have significant health benefits.

**Mitigation/Recommendations:**

The details of this policy should be addressed during the Masterplanning stage, however, the policy could be strengthened through the addition of a Public engagement aspect to the provision of public art. However, this may occur through engagement with a lead artist.

| Preferred Option Policy NW23: Open Space and Recreation Provision |   |   |            |          |           |   |
|---|---|---|------------|----------|-----------|---|
| SA Topic  | SA objectives   | Decision-making criteria  | Short-term | Med-term | Long-term | Comments  |
| 1. Land and water resources                                       | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |   |
|   |   | Will it use land efficiently?   | 0          | 0        | 0         |   |
|   |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |   |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |   |
|   |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |   |
|   | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |   |
| Will it conserve ground water resources?                          |   | 0   | 0          | 0        |           |   |
| 2. Biodiversity   | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | 0          | 0        | 0         | Development principle <b>NW2 (n)</b> should ensure that protected sites and species are protected and enhanced.   |
|   | 2.2 Maintain and enhance the range and viability of characteristic habitats and species     | Will it conserve species, reversing declines, and help to enhance diversity?                            | 0          | ?        | ?         | There is no linkage made in the policy between the aims of informal open space and the aims of the strategic open space network. It is important that any |
|   |   | Will it reduce habitat fragmentation?   | 0          | ?        | ?         |   |

|   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|
|   |   | Will it help achieve Biodiversity Action Plan targets?  | 0 | ? | ? | provision of informal open space considers opportunities to add to this sub-regional network as this can have an important effect in reducing habitat fragmentation.  |
|   | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places                  | Will it improve access to wildlife, and wild places?  | 0 | + | + | This policy includes provision for natural green spaces, which can represent accessible wild places where people can have contact with nature. There is also a focus in the supporting text on the multiple use of open spaces, which is particularly important to increase the accessibility of green space and maximise the benefits from such areas. However, it is felt that there could be a greater focus on strategically locating green space so that it is part of the wider sub-regional network. This will increase the inherent quality of the green space as well as the understanding by the public of what it is hoping to achieve in terms of securing the region's biodiversity. |
|   |   | Will it maintain and, where possible, increase the area of high-quality green space in the District?  | 0 | + | + |   |
|   |   | Will it promote understanding and appreciation of wildlife?   | 0 | + | + |   |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | ? | ? |   |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 | Development Principles <b>NW2 (n)</b> and <b>(r)</b> should ensure that this Policy does not impact upon historical or cultural interest.   |

|                                 |   |  |   |    |    |  |
|---------------------------------|---|--|---|----|----|--|
|                                 | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character                         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character? | 0 | ?  | ?  | This policy promotes recreational facilities, including open space, that are of a high quality and also enhance the setting of the city. It is felt that a more explicit focus on strategically locating all open space could further promote the aim of enhancing the character and setting of this part of the city. Importantly, the supporting text promotes the importance of recreational use of open space. |
|                                 |   | Will it protect and enhance open spaces of amenity and recreational value?                           | 0 | ++ | ++ |  |
|                                 |   | Will it maintain and enhance the character of settlements?   | 0 | +  | +  |  |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live?              | 0 | ++ | ++ | Provision of high quality open space and recreational facilities will be important for 'place making' and ensuring the satisfaction of residents with their local area.  |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making?              | 0 | ++ | ++ |  |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?  | 0 | 0  | 0  | Well-targeted open space can be conducive with encouraging the use of pedestrian and cycle routes, although such targeting is not discussed in the policy or supporting text.  |
|                                 |   | Will it improve air quality?   | 0 | 0  | 0  |  |
|                                 |   | Will it reduce traffic volumes?  | 0 | 0  | 0  |  |
|                                 |   | Will it support travel by means other than the car?  | 0 | ?  | ?  | The supporting text explicitly mentions the possibility of open space to be part of a sustainable drainage system, It is stated that 'wet areas' must also be able to be accessed and enjoyed by the   |
|                                 |   | Will it reduce levels of noise or noise concerns?  | 0 | ?  | ?  |  |
|                                 |   | Will it reduce or minimise light pollution?  | 0 | ?  | ?  |  |

|                        |   |   |   |    |    |  |
|------------------------|---|---|---|----|----|--|
|                        |   | Will it improve water quality including by reducing diffuse and point source water pollution? | 0 | ?  | ?  | public in order to be an acceptable form of open space. It is important to realise that, where there is a clear justification for creation of a wet area, the benefits in terms of water quality and biodiversity may be substantial and so reduced access to the site may be acceptable.            |
|                        | 4.2 Minimise waste production and support the recycling of waste products               | Will it reduce household waste?   | 0 | 0  | 0  |  |
|                        |   | Will it increase waste recovery and recycling?  | 0 | 0  | 0  |  |
|                        | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence?       | 0 | ?  | ?  | The supporting text explicitly mentions the possibility of open space to be part of a sustainable drainage system, However, there is a caveat that such areas must also be designed for use by the public. A strict interpretation of this could limit the flood mitigation ability of such an area. |
| 5. Healthy communities | 5.1 Maintain and enhance human health   | Will it substantially reduce mortality rates?   | 0 | 0  | 0  | High quality accessible areas of open space can be very effective in promoting an active and healthy lifestyle.  |
|                        |   | Will it encourage healthy lifestyles, including travel choices?                               | 0 | ++ | ++ |  |
|                        | 5.2 Reduce and prevent crime, and   | Will it reduce actual levels of crime?  | 0 | ?  | ?  | Open space and other recreational facilities can create  |

|                          |  |   |   |    |    |   |
|--------------------------|--|---|---|----|----|---|
|                          | reduce the fear of crime   | Will it reduce fear of crime?   | 0 | ?  | ?  | opportunities for crime or become areas of perceived crime risk. Policy <b>NW20</b> described the importance of managing and maintaining community facilities into the future. This will be important in order to reduce crime. However, it is not clear that there is a link between these policies. |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  | 0 | ++ | ++ | This policy promotes high quality and accessible public open space.   |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | 0 | 0  | 0  | Well targeted open space can be conducive with encouraging the use of pedestrian and cycle routes, although such targeting is not discussed in the Policy or supporting text.   |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0  | 0  |   |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | ?  | ?  |   |

|                     |   |   |   |   |   |   |
|---------------------|---|---|---|---|---|---|
|                     |   | Will it support and improve community and public transport?   | 0 | 0 | 0 |   |
|                     | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0 | ? | ? | Multi-use open space should allow accessibility for a wide range of people and promote integration between different sectors of the community. Furthermore, Policy <b>NW20</b> promotes the use of community facilities to foster community integration and cohesion. |
|                     |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |   |
|                     |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | ? | ? |   |
|                     | 6.3 Ensure all groups have access to decent, appropriate and affordable housing               | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0 | 0 |   |
|                     |   | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |   |
|                     |   | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |   |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities       | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |   |
|                     |   | Will it encourage engagement with community activities?   | 0 | 0 | 0 |   |
| 7.Economic activity | 7.1 Help people gain access to satisfying   | Will it encourage businesses development?   | 0 | 0 | 0 |   |



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|  | work appropriate to their skills, potential and place of residence                            | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0 | 0 |   |
|  |   | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |   |
|  |   | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |   |
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | 0 | 0 |   |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |   |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?                | 0 | 0 | 0 |   |
|  | 7.3 Improve the efficiency, competitiveness,  | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 | Provision of open space has the potential to add to the character and setting of Cambridge. This is |

|  |   |   |   |   |   |
|--|---|---|---|---|---|
| vitality and adaptability of the local economy   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 | something that is valued by tourists. A more strategic approach to targeting open and green space would be able to achieve this most effectively. |
|  | Will it support sustainable tourism?  | 0 | + | + |   |
|  | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |   |
| <p><b>Summary:</b></p> <p>This policy promotes high quality and accessible public open space. Provision of high quality open space and recreational facilities will be important for 'place making' and ensuring the satisfaction of residents with their local area. Multi-use open space should allow accessibility for a wide range of people and promote integration between different sectors of the community.</p> <p>This policy includes provision for natural green spaces, which can represent accessible wild places where people can have contact with nature. The focus on multi-use of open spaces is particularly important to increase the accessibility of green space and maximise the benefits from such areas.</p> |   |   |   |   |   |

**Mitigation/Recommendations:**

The supporting text states should be amended to “*many open space uses are not mutually exclusive*”

The supporting text states that ‘wet areas’ must also be able to be accessed and enjoyed by the public in order to be an acceptable form of open space. This point is acceptable although further clarification might add that wet areas might by there nature be less accessible to all, or at certain times of the year. Furthermore, there may be interest and enjoyment generated as a result of a natural wet area even if physical use of the site is limited. However, this is addressed through **NW2**.

The policy background text should be amended to promote a strategic approach to locating all open and green space encouraging the use of pedestrian and cycle routes

Open space and other recreational facilities can create opportunities for crime or become areas of perceived crime risk. Policy **NW20** describes the importance of managing and maintaining community facilities into the future.

| Preferred Option Policy NW24: Climate Change and Sustainable Design and Construction |   |   |            |          |           |          |   |
|--|---|---|------------|----------|-----------|----------|---|
| SA Topic   | SA objectives   | Decision-making criteria  | Short-term | Med-term | Long-term | Comments |   |
| 1. Land and water resources  | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |          |   |
|  |   | Will it use land efficiently?   | 0          | 0        | 0         |          |   |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |          |   |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | +        | +         |          | This development will include sustainable homes that reduce per capita energy use. However, the homes will not be built to level 6 of the Code for Sustainable Homes, and therefore will not be carbon neutral (i.e. there will be a net increase in energy use). Furthermore, there is no requirement for non-residential development to meet BREEAM standards.<br><br>Overall, the increase in staff and associated infrastructure will result in a <u>net</u> increase in energy use and natural resource consumption, almost regardless of policy. However, the policy should be strengthened in this area, and aim for a <u>zero</u> carbon development, particularly if it is to be 'best practice' and an 'exemplar'. Please see the appraisal of <b>NW25</b> for further detail on renewables provision |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |          |   |
|  | 1.3 Limit water consumption to  | Will it reduce water consumption?   | 0          | +        | +         |          | Use of the Code for Sustainable Homes will ensure that water consumption is reduced in  |

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|                 |   |  |   |   |   |  |
|-----------------|---|--|---|---|---|--|
|                 | levels supportable by natural processes and storage systems                             | Will it conserve ground water resources?   | 0 | + | + | residential properties, although it will not apply to non-residential development, |
| 2. Biodiversity | 2.1 Avoid damage to designated sites and protected species                              | Will it protect sites designated for nature conservation interest?                                   | 0 | 0 | 0 |  |
|                 | 2.2 Maintain and enhance the range and viability of characteristic habitats and species | Will it conserve species, reversing declines, and help to enhance diversity?                         | 0 | 0 | 0 |  |
|                 |   | Will it reduce habitat fragmentation?  | 0 | 0 | 0 |  |
|                 |   | Will it help achieve Biodiversity Action Plan targets?   | 0 | 0 | 0 |  |
|                 | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places  | Will it improve access to wildlife, and wild places?   | 0 | 0 | 0 |  |
|                 |   | Will it maintain and, where possible, increase the area of high-quality green space in the District? | 0 | 0 | 0 |  |
|                 |   | Will it promote understanding and appreciation of wildlife?  | 0 | 0 | 0 |  |

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|   |   |   |   |   |   |  |
|---|---|---|---|---|---|--|
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |  |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | 0 | 0 |  |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | 0 | 0 |  |
|   |   | Will it maintain and enhance the character of settlements?  | 0 | 0 | 0 |  |

|                                 |   |   |   |   |   |  |
|---------------------------------|---|---|---|---|---|--|
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live?       | 0 | 0 | 0 | This policy should ensure that new residential development is adaptable to climate change and incorporate design for passive heating and cooling.  |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making?       | 0 | + | + |  |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | + | + | This development will include sustainable homes that reduce per capita energy use. However, the homes will not be built to level 6 of the Code for Sustainable Homes, and therefore will not be carbon neutral (i.e. there will be a net increase in energy use). Furthermore, there is no requirement for non-residential development to meet BREEAM standards. |
|                                 |   | Will it improve air quality?  | 0 | 0 | 0 |  |
|                                 |   | Will it reduce traffic volumes?   | 0 | 0 | 0 |  |
|                                 |   | Will it support travel by means other than the car?   | 0 | 0 | 0 |  |
|                                 |   | Will it reduce levels of noise or noise concerns?   | 0 | 0 | 0 |  |
|                                 |   | Will it reduce or minimise light pollution?   | 0 | 0 | 0 |  |
|                                 |   | Will it improve water quality including by reducing diffuse and point source water pollution? | 0 | 0 | 0 |  |
|                                 | 4.2 Minimise waste production   | Will it reduce household waste?   | 0 | 0 | 0 |  |

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|                          |  |  |   |   |   |  |
|--------------------------|--|--|---|---|---|--|
|                          | and support the recycling of waste products  | Will it increase waste recovery and recycling?   | + | + | + | facilities in homes to facilitate recycling. |
|                          | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)  | Will it minimise risk to people and property from flooding, storm events or subsidence?  | 0 | 0 | 0 |  |
| 5. Healthy communities   | 5.1 Maintain and enhance human health  | Will it substantially reduce mortality rates?  | 0 | 0 | 0 |  |
|                          |  | Will it encourage healthy lifestyles, including travel choices?  | 0 | 0 | 0 |  |
|                          | 5.2 Reduce and prevent crime, and reduce the fear of crime   | Will it reduce actual levels of crime?   | 0 | 0 | 0 |  |
|                          |  | Will it reduce fear of crime?  | 0 | 0 | 0 |  |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?   | 0 | 0 | 0 |  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0 | 0 | 0 |  |



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|  |   |   |   |    |    |  |
|--|---|---|---|----|----|--|
|  | opportunities)  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0  | 0  |  |
|  |   | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | 0  | 0  |  |
|  |   | Will it support and improve community and public transport?   | 0 | 0  | 0  |  |
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0  | 0  |  |
|  |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | ++ | ++ |  |

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|                     |   |   |   |    |    |   |
|---------------------|---|---|---|----|----|---|
|                     |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0  | 0  |   |
|                     | 6.3 Ensure all groups have access to decent, appropriate and affordable housing         | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0  | 0  | Promoting energy conservation and passive heating and cooling through sustainable design should ensure that there are no instances of fuel poverty. |
|                     |   | Will it reduce the number of unfit homes?   | 0 | ++ | ++ |   |
|                     |   | Will it meet the needs of the travelling community?   | 0 | 0  | 0  |   |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities | Will it increase the ability of people to influence decisions?  | 0 | 0  | 0  |   |
|                     |   | Will it encourage engagement with community activities?   | 0 | 0  | 0  |   |
| 7.Economic activity | 7.1 Help people gain access to satisfying work  | Will it encourage businesses development?   | 0 | 0  | 0  |   |

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|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  | appropriate to their skills, potential and place of residence                                 | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0 | 0 |  |
|  |   | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |  |
|  |   | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |  |
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?                | 0 | 0 | 0 |  |

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|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 |  |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |  |
|  |   | Will it support sustainable tourism?  | 0 | 0 | 0 |  |
|  |   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |  |

**Summary:**

This policy promotes residential developments that meet Level 4, rising to level 5, of the Code for Sustainable Homes. This will ensure that per capita energy use is reduced, but the development will still lead to a net increase in energy use by the built environment in Cambridge. Even if a higher level of the Code for Sustainable Homes were to be adopted there would still be a net increase in energy use by the built environment as a result of the development as the Code does not apply to non-residential development.

This policy should ensure that new residential development is adaptable to climate change and incorporates design for passive heating and cooling. Promoting energy conservation and passive heating and cooling through sustainable design should ensure that there are no instances of fuel poverty.

Use of the Code for Sustainable Homes will also ensure that water consumption is reduced in residential properties, although it will not apply to non-residential development.

**Mitigation/Recommendations:**

Development Principle D states that the new development will allow for the community to be an exemplar of sustainable living. However, as stated in the supporting text, this policy is better described as ensuring the development ‘plays it part’. This policy promotes compliance with the Code for Sustainable Homes that goes one step beyond Government policy, but it is felt that for this policy to be in accordance with Development Principle D there will need to be a greater push for carbon neutral development or better (Zero Carbon), which will require all homes meeting level 6 of the Code for Sustainable Homes in the near future. However, such aspirations to develop an exemplar for sustainable living would also require Policy **NW25** to promote more stringent requirements for onsite energy generation from renewable sources for residential development. The policy should be rephrased to ensure the highest possible standards are aspired to, unless it can be proven that they are not reasonable for technological, economical or environmental reasons.

There should be a clearer distinction between the CSH and BREEAM standards. CSH applies to residential development, taking over from Ecohomes whereas BREEAM will apply to all other developments. This split needs to be distinct and clear.

To avoid confusion between climate change mitigation (reduction in CO<sub>2</sub>) and adaptation (flood defences) the last sentence of para 9.1. should be amended to read:

*“North West Cambridge will need to play its part in helping to reach this goal, balancing the overall increased emissions due to the scale of the development, with the opportunities that new development offers for reducing carbon emissions, through such measures as sustainable design and the provision of decentralised and renewable energy sources.”*

The supporting text makes an important link between adapting to future increased temperatures, but at the same time reducing emissions, therefore also acting to mitigate climate change. However, it is thought that ‘air conditioning’ or ‘active cooling systems’ could be substituted for ‘active heating and cooling systems’, in order to add to clarity.

This Policy refers to sustainable design, but could also be used to promote sustainable construction. Amend Part B to read *“...sustainable design and construction in line with...”*

| Preferred Option Policy NW25: Renewable Energy |   |   |            |          |           |  |
|--|---|---|------------|----------|-----------|--|
| SA Topic                                       | SA objectives   | Decision-making criteria  | Short-term | Med-term | Long-term | Comments   |
| 1. Land and water resources                    | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         | Overall, the increase in staff and associated infrastructure will result in a <u>net</u> increase in energy use and natural resource consumption, almost regardless of policy. However, the policy should be strengthened in this area, and aim for a <u>zero</u> carbon development, particularly if it is to be 'best practice' and an 'exemplar'. |
|  |   | Will it use land efficiently?   | 0          | 0        | 0         |  |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |  |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |  |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | ++       | ++        |  |
|  | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |  |
| Will it conserve ground water resources?       |   | 0   | 0          | 0        |           |  |
| 2. Biodiversity                                | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | 0          | 0        | 0         |  |
|  | 2.2 Maintain and enhance the range and viability of   | Will it conserve species, reversing declines, and help to enhance diversity?                            | 0          | 0        | 0         |  |

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|  |  |   |   |   |   |  |   |   |
|--|--|---|---|---|---|--|---|---|
|  | characteristic habitats and species  | Will it reduce habitat fragmentation?   | 0   | 0 | 0 |  |   |   |
|  |  | Will it help achieve Biodiversity Action Plan targets?  | 0   | 0 | 0 |  |   |   |
|  | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places | Will it improve access to wildlife, and wild places?  | 0   | 0 | 0 |  |   |   |
|  |  | Will it maintain and, where possible, increase the area of high-quality green space in the District?    | 0   | 0 | 0 |  |   |   |
|  |  | Will it promote understanding and appreciation of wildlife?   | 0   | 0 | 0 |  |   |   |
|  |  | Will it improve access to the wider countryside through the network of public rights of way?            | 0   | 0 | 0 |  |   |   |
|  | 3. Landscape, townscape and archaeology  | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 |  | 0 | Development Principles <b>NW2 N</b> and <b>R</b> should ensure that this Policy does not impact upon historical or cultural interest.                       |
|  |  | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | ? |  | ? | There is the potential for some types of renewable energy generation to be obtrusive, such as large wind turbines. Other types of micro-generation will not |



|                                 |   |   |   |   |   |   |
|---------------------------------|---|---|---|---|---|---|
|                                 |   | Will it protect and enhance open spaces of amenity and recreational value?                    | 0 | 0 | 0 | be obtrusive but will influence the character of the new settlement. It is felt that, given the nature of the settlement with a focus on university research facilities, this effect will be positive.  |
|                                 |   | Will it maintain and enhance the character of settlements?                                    | 0 | + | + |   |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live?       | 0 | 0 | 0 |   |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making?       | 0 | 0 | 0 |   |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | + | + | A target for CHP/District Heating, as well as all developments meeting 20% of energy demands through on-site renewables, will not lead to zero carbon developments and so net greenhouse gas emissions at the Cambridge scale will increase. However, per capita emissions will be decreased.<br><br>Localised air quality impacts area an important consideration of any CHP or District Heating Scheme. |
|                                 |   | Will it improve air quality?  | 0 | ? | ? |   |
|                                 |   | Will it reduce traffic volumes?   | 0 | 0 | 0 |   |
|                                 |   | Will it support travel by means other than the car?   | 0 | 0 | 0 |   |
|                                 |   | Will it reduce levels of noise or noise concerns?   | 0 | 0 | 0 |   |
|                                 |   | Will it reduce or minimise light pollution?   | 0 | 0 | 0 |   |
|                                 |   | Will it improve water quality including by reducing diffuse and point source water pollution? | 0 | 0 | 0 |   |
|                                 | 4.2 Minimise waste production and support   | Will it reduce household waste?   | 0 | 0 | 0 |   |

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|                          |  |  |   |   |   |  |
|--------------------------|--|--|---|---|---|--|
|                          | the recycling of waste products  | Will it increase waste recovery and recycling?   | 0 | 0 | 0 |  |
|                          | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)  | Will it minimise risk to people and property from flooding, storm events or subsidence?  | 0 | 0 | 0 |  |
| 5. Healthy communities   | 5.1 Maintain and enhance human health  | Will it substantially reduce mortality rates?  | 0 | 0 | 0 |  |
|                          |  | Will it encourage healthy lifestyles, including travel choices?  | 0 | 0 | 0 |  |
|                          | 5.2 Reduce and prevent crime, and reduce the fear of crime   | Will it reduce actual levels of crime?   | 0 | 0 | 0 |  |
|                          |  | Will it reduce fear of crime?  | 0 | 0 | 0 |  |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?   | 0 | 0 | 0 |  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?           | 0 | 0 | 0 |  |

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|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  |   | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking?       | 0 | 0 | 0 |  |
|  |   | Will it support and improve community and public transport?   | 0 | 0 | 0 |  |
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0 | 0 |  |
|  |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |  |
|  |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0 |  |
|  | 6.3 Ensure all groups have access to decent, appropriate and affordable housing               | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0 | 0 |  |
|  |   | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |  |
|  |   | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |  |

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|                     |  |   |   |    |    |   |
|---------------------|--|---|---|----|----|---|
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | +  | +  | Local renewable or low carbon energy infrastructure could add to a sense of pride and 'ownership of place' amongst residents of the new community. This could be further enhanced if the community has ownership of the energy services company that provides this infrastructure.  |
|                     |  | Will it encourage engagement with community activities?   | 0 | +  | +  |   |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | +  | +  | It is felt that, given the University research focus of much of the non-residential development, there would be image and public relation benefits from demonstrating a commitment to high technology, innovative solutions to climate change mitigation.<br><br>The Policy provides flexibility for businesses that may have a high energy demand, or for other reasons cannot feasibly meet 20% of its energy requirement through onsite renewable energy generation. |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0  | 0  |   |
|                     |  | Will it improve accessibility to local employment by means other than the car?  | 0 | 0  | 0  |   |
|                     |  | Will it encourage the rural economy and diversification?  | 0 | 0  | 0  |   |
|                     | 7.2 Support appropriate investment in people, places, communications and other infrastructure                | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | ++ | ++ | This Policy promotes investment in key local infrastructure.  |
|                     | Will it support provision of key communications infrastructure, including broadband?                         | 0   | 0 | 0  |    |   |

|   |  |   |   |   |   |   |
|---|--|---|---|---|---|---|
|   |  | Will it improve access to education and training, and support provision of skilled employees to the economy?  | 0 | 0 | 0 |   |
| 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy |  | Will it improve business development and enhance competitiveness?   | 0 | + | + | It is felt that, given the university research focus of much of the non-residential development, there would be image and public relation benefits from demonstrating a commitment to high technology, innovative solutions to climate change mitigation. |
|   |  | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | + | + |   |
|   |  | Will it support sustainable tourism?  | 0 | + | + |   |
|   |  | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |   |

**Summary:**

This Policy promotes an ambitious level of onsite renewable energy generation. Furthermore, it sensibly includes a degree of flexibility, stating that this will not be a requirement when it can be demonstrated that it will not be feasible. This will be important in order to ensure that business is not deterred. The feasibility of certain renewable energy technologies will also be limited in some areas due to impacts on landscape.

Local renewable or low carbon energy infrastructure could add to a sense of pride and 'ownership of place' amongst residents of the new community. This could be further enhanced if the community has ownership of the energy services company that provides this infrastructure.

**Mitigation/Recommendations:**

The compatibility with the requirements for levels of the CSH needs to be checked. Also, as with the previous Policy, a clear distinction between residential and other uses, and their respective requirements needs to be made.

Part 1 of the Policy recognises that some developments will not be able to feasibly meet the 20% on-site renewables requirement. In order to ensure that all development results in carbon reduction benefits it is suggested that Part 1 of the Policy be extended to state that: *Where a development can demonstrate that generating on-site renewables is not viable, then there is a requirement to demonstrate how a similar reduction in carbon emissions will be achieved through energy conservation (in addition to energy conservation required through any other Policy).*

There needs to be a clearer hierarchy in Part two of the policy, as CHP can be fuelled by biofuels, just as a DHS. A possible hierarchy could be:

1. CHP fuelled by biomass
2. CHP fuelled by gas
3. District heating fuelled by biomass
4. District heating fuelled by gas

It is also recommended that priority be made for energy demand reduction first, then renewable technology second, as reduction of energy demand is higher up the energy hierarchy and will result in lower overall GHG emissions.

| Preferred Option Policy NW26: Surface Water Drainage |   |   |            |          |           |  |
|--|---|---|------------|----------|-----------|--|
| SA Topic   | SA objectives   | Decision-making criteria  | Short-term | Med-term | Long-term | Comments   |
| 1. Land and water resources                          | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |  |
|  |   | Will it use land efficiently?   | 0          | 0        | 0         |  |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |  |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |  |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |  |
|  | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |  |
| Will it conserve ground water resources?             |   | 0   | +          | +        |           |  |
| 2. Biodiversity                                      | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | 0          | 0        | 0         | Development principle <b>NW2 N</b> should ensure that protected sites and species are protected and enhanced |
|  | 2.2 Maintain and enhance the range and viability of   | Will it conserve species, reversing declines, and help to enhance diversity?                            | +          | +        | +         | There can be significant biodiversity benefits associated with water storage areas that form                 |

|  |                                     |  |   |   |   |   |
|--|-------------------------------------|--|---|---|---|---|
|  | characteristic habitats and species | Will it reduce habitat fragmentation?  | + | + | + | part of SuDS. However, this Policy has an emphasis on multi-functionality of such water storage areas, which means that potential biodiversity benefits could be given less emphasis at the design phase.<br><br>It is expected that some features of SuDS, such as water storage areas, will be put in place at the construction phase. Creation of these wet habitats will add diversity to the landscape, therefore leading to biodiversity benefits almost instantaneously.   |
|  |                                     | Will it help achieve Biodiversity Action Plan targets?   | + | + | + |   |
| 2.3 Improve opportunities for people to access and appreciate wildlife and wild places |                                     | Will it improve access to wildlife, and wild places?   | 0 | + | + | Water storage areas can provide excellent access to wetland species that many people would otherwise not have the opportunity to access. At the design phase it will be important to consider trade-offs between maximising the biodiversity value of the storage areas and maximising intellectual and physical access.<br><br>The water storage areas will add to the green space resource. However, it is not clear that the wider green space resource will be planned so that it incorporates SuDS. This should be encouraged as it will add to the multi-functionality and interest associated with green space |
|  |                                     | Will it maintain and, where possible, increase the area of high-quality green space in the District? | 0 | + | + |   |
|  |                                     | Will it promote understanding and appreciation of wildlife?  | 0 | + | + |   |
|  |                                     | Will it improve access to the wider countryside through the network of public rights of way?         | 0 | 0 | 0 |   |



|   |   |   |   |   |   |  |
|---|---|---|---|---|---|--|
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings.                 | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 | Development Principles <b>NW2 N</b> and <b>R</b> should ensure that this Policy does not impact upon historical or cultural interest.  |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character                         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | 0 | 0 | SuDS should be incorporated as features that enhance the 'non-urban' character of the new settlement.  |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | ? | ? | It is not clear that the wider open space and green space resource will be planned so that it incorporates SuDS. This should be encouraged, as it will add to the multi-functionality and interest associated with such areas. |
|   |   | Will it maintain and enhance the character of settlements?  | 0 | + | + |  |
|   | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live?   | 0 | + | + | SuDS should act as a further shared resource that the community can feel a sense of ownership for and a sense of pride in.   |
|   |   | Will it lead to developments built to a high standard of design, and good place making?   | 0 | + | + |  |
| 4. Climate change and pollution         | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | 0 | 0 | SuDS can effectively remove pollutants from surface water drainage before it reaches the natural watercourse.  |
|   |   | Will it improve air quality?  | 0 | 0 | 0 |  |
|   |   | Will it reduce traffic volumes?   | 0 | 0 | 0 |  |

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|                        |   |   |   |    |    |   |
|------------------------|---|---|---|----|----|---|
|                        |   | Will it support travel by means other than the car?   | 0 | 0  | 0  |   |
|                        |   | Will it reduce levels of noise or noise concerns?   | 0 | 0  | 0  |   |
|                        |   | Will it reduce or minimise light pollution?   | 0 | 0  | 0  |   |
|                        |   | Will it improve water quality including by reducing diffuse and point source water pollution? | X | +  | +  |   |
|                        | 4.2 Minimise waste production and support the recycling of waste products               | Will it reduce household waste?   | 0 | 0  | 0  |   |
|                        |   | Will it increase waste recovery and recycling?  | 0 | 0  | 0  |   |
|                        | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence?       | 0 | ++ | ++ | Although there is little evidence of flood-risk to the site itself, this Policy promotes the use of SuDS in order to reduce the risk of flooding downstream as a result of increased surface run-off. |
| 5. Healthy communities | 5.1 Maintain and enhance human health   | Will it substantially reduce mortality rates?   | 0 | 0  | 0  |   |
|                        |   | Will it encourage healthy lifestyles, including travel choices?                               | 0 | 0  | 0  |   |
|                        | 5.2 Reduce and prevent crime, and reduce the fear of crime                              | Will it reduce actual levels of crime?  | 0 | 0  | 0  |   |
|                        |   | Will it reduce fear of crime?   | 0 | 0  | 0  |   |

|                          |  |   |   |   |   |  |
|--------------------------|--|---|---|---|---|--|
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  | 0 | ? | ? | It is not clear that the wider open space and green space resource will be planned so that it incorporates SuDS. This should be encouraged, as it will add to the multi-functionality and interest associated with such areas. |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | 0 | 0 |  |
|                          |  | Will it support and improve community and public transport?   | 0 | 0 | 0 |  |
|                          | 6.2 Redress inequalities related to age, gender, disability, race, faith, location   | Will it improve relations between people from different backgrounds or social groups?   | 0 | + | + |  |

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|   |  |   |   |   |   |  |
|---|--|---|---|---|---|--|
|   | and income   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |  |
|   |  | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | + | + |  |
| 6.3 Ensure all groups have access to decent, appropriate and affordable housing         |  | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0 | 0 |  |
|   |  | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |  |
|   |  | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |  |
| 6.4 Encourage and enable the active involvement of local people in community activities |  | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |  |
|   |  | Will it encourage engagement with community activities?   | 0 | 0 | 0 |  |
| 7.Economic activity   | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0 | 0 |  |
|   |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one?   | 0 | 0 | 0 |  |

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|--|---|---|---|---|---|--|
|  |   | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |  |
|  |   | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |  |
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?   | 0 | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?  | 0 | 0 | 0 |  |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy   | Will it improve business development and enhance competitiveness?   | 0 |   |   | SuDS will be conducive with the image of Cambridge as being open to innovation |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | + | + |  |
|  |   | Will it support sustainable tourism?  | 0 | 0 | 0 |  |

|   |  |  |   |   |   |  |
|---|--|--|---|---|---|--|
|   |  | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres? | 0 | 0 | 0 |  |
| <p><b>Summary:</b></p> <p>Although there is little evidence of flood-risk to the site itself, this Policy promotes the use of SuDS in order to reduce the risk of flooding downstream as a result of increased surface run-off. SuDS can also effectively remove pollutants from surface water drainage before it reaches the natural watercourse. Part 2 of the Policy supports <b>Policy NW2</b> by stating that water storage areas should also have biodiversity, amenity and recreation value. It is important to promote the multi-functionality of such areas, although it is important not to be overly limiting/prescriptive (see recommendation). The water storage areas will add to the green space resource. However, it is not clear that the wider green space resource will be planned so that it incorporates SuDS. This should be encouraged as it will add to the multi-functionality and interest associated with green space</p> <p>It is expected that some features of SuDS, such as water storage areas, will be put in place at the construction phase. Creation of these wet habitats will add diversity to the landscape, therefore leading to biodiversity benefits almost instantaneously.</p> |  |  |   |   |   |  |
| <p><b>Mitigation/Recommendations:</b></p> <p>Part 2 of the Policy should be reworded to increase clarity. It could be stated that:</p> <p><i>“The SuDS will seek to hold water on the site, ensuring that it is released to surrounding water courses at an equal, or slower, rate than is the case prior to development.”</i></p> <p>In order to increase clarity, Part 4 of the Policy could be reworded to state that:</p> <p><i>“Any surface water drainage scheme will need to be capable of reducing the down stream flood risk associated with storm events as well as normal rainfall events under future climate change scenarios.”</i></p>  |  |  |   |   |   |  |

| Preferred Option Policy NW27: Foul Drainage and Sewage Disposal |   |   |            |          |           |          |
|---|---|---|------------|----------|-----------|----------|
| SA Topic  | SA objectives   | Decision-making criteria  | Short-term | Med-term | Long-term | Comments |
| 1. Land and water resources                                     | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |          |
|   |   | Will it use land efficiently?   | 0          | 0        | 0         |          |
|   |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |          |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |          |
|   |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |          |
|   | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |          |
|   |   | Will it conserve ground water resources?  | 0          | 0        | 0         |          |

|                    |   |  |   |   |   |   |
|--------------------|---|--|---|---|---|---|
| 2.<br>Biodiversity | 2.1 Avoid damage to designated sites and protected species                              | Will it protect sites designated for nature conservation interest?                                   | ? | ? | ? | It is not clear that any designated wetlands will significantly benefit.                      |
|                    | 2.2 Maintain and enhance the range and viability of characteristic habitats and species | Will it conserve species, reversing declines, and help to enhance diversity?                         | + | + | + | This Policy is conducive with ensuring good water quality, which should benefit biodiversity. |
|                    |   | Will it reduce habitat fragmentation?  | 0 | 0 | 0 |   |
|                    |   | Will it help achieve Biodiversity Action Plan targets?   | + | + | + |   |
|                    | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places  | Will it improve access to wildlife, and wild places?   | 0 | 0 | 0 |   |
|                    |   | Will it maintain and, where possible, increase the area of high-quality green space in the District? | 0 | 0 | 0 |   |
|                    |   | Will it promote understanding and appreciation of wildlife?  | 0 | 0 | 0 |   |
|                    |   | Will it improve access to the wider countryside through the network of public rights of way?         | 0 | 0 | 0 |   |



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|---|---|---|---|---|---|--|
| 3. Landscape, townscape and archaeology                               | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | 0 | 0 |  |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | 0 | 0 |  |
|   |   | Will it maintain and enhance the character of settlements?  | 0 | 0 | 0 |  |
| 3.3 Create places, spaces and buildings that work well, wear well and | Will it improve the satisfaction of people with their neighbourhoods as places to live?                 | 0   | 0 | 0 |   |  |

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|                                 |   |   |    |    |    |                        |
|---------------------------------|---|---|----|----|----|------------------------|
|                                 | look good   | Will it lead to developments built to a high standard of design, and good place making?       | 0  | 0  | 0  |                        |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0  | 0  | 0  | Implicit in the policy |
|                                 |   | Will it improve air quality?  | 0  | 0  | 0  |                        |
|                                 |   | Will it reduce traffic volumes?   | 0  | 0  | 0  |                        |
|                                 |   | Will it support travel by means other than the car?   | 0  | 0  | 0  |                        |
|                                 |   | Will it reduce levels of noise or noise concerns?   | 0  | 0  | 0  |                        |
|                                 |   | Will it reduce or minimise light pollution?   | 0  | 0  | 0  |                        |
|                                 |   | Will it improve water quality including by reducing diffuse and point source water pollution? | ++ | ++ | ++ |                        |
|                                 | 4.2 Minimise waste production and support the recycling of waste products   | Will it reduce household waste?   | 0  | 0  | 0  |                        |
|                                 |   | Will it increase waste recovery and recycling?  | 0  | 0  | 0  |                        |

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|--------------------------|--|--|----|----|----|------------------------|
|                          | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)              | Will it minimise risk to people and property from flooding, storm events or subsidence?  | ++ | ++ | ++ | Implicit in the policy |
| 5. Healthy communities   | 5.1 Maintain and enhance human health  | Will it substantially reduce mortality rates?  | 0  | 0  | 0  |                        |
|                          |  | Will it encourage healthy lifestyles, including travel choices?  | 0  | 0  | 0  |                        |
|                          | 5.2 Reduce and prevent crime, and reduce the fear of crime   | Will it reduce actual levels of crime?   | 0  | 0  | 0  |                        |
|                          |  | Will it reduce fear of crime?  | 0  | 0  | 0  |                        |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space                               | Will it increase the quantity and quality of publicly accessible open space?   | 0  | 0  | 0  |                        |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0  | 0  | 0  |                        |

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|   |   |   |   |   |   |  |
|---|---|---|---|---|---|--|
|   | education, training, leisure opportunities) | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0 | 0 |  |
|   |   | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | 0 | 0 |  |
|   |   | Will it support and improve community and public transport?   | 0 | 0 | 0 |  |
| 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income |   | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0 | 0 |  |
|   |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |  |

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|                     |   |   |   |   |   |  |
|---------------------|---|---|---|---|---|--|
|                     |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0 |  |
|                     | 6.3 Ensure all groups have access to decent, appropriate and affordable housing         | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0 | 0 |  |
|                     |   | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |  |
|                     |   | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |  |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |  |
|                     |   | Will it encourage engagement with community activities?   | 0 | 0 | 0 |  |
| 7.Economic activity | 7.1 Help people gain access to satisfying work  | Will it encourage businesses development?   | 0 | 0 | 0 |  |

|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  | appropriate to their skills, potential and place of residence                                 | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0 | 0 |  |
|  |   | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |  |
|  |   | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |  |
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?                | 0 | 0 | 0 |  |

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|  |   |   |   |   |   |
|--|---|---|---|---|---|
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |
|  |   | Will it support sustainable tourism?  | 0 | 0 | 0 |
|  |   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |

**Summary:**

This Policy seeks to ensure that wastewater and treated wastewater does not impact upon the water environment and does not increase flood risk. There is an emphasis on ensuring that capacity for wastewater treatment is a limiting factor for the rate of development, which appears to be a precautionary approach that will lead to stringent environmental protection. The supporting text describes the necessity to take account of priorities set for the catchment by the Water Company and the Environment Agency.

**Mitigation/Recommendations:**

It could be beneficial to refer to integrated approaches to the treatment of wastewater that include grey water recycling as part of sustainable design and construction (promoted by **Policy NW24**).



| Preferred Option Policy NW28: Management and Maintenance of Surface Water Drainage Systems |   |   |            |          |           |   |
|--|---|---|------------|----------|-----------|---|
| SA Topic   | SA objectives   | Decision-making criteria  | Short-term | Med-term | Long-term | Comments  |
| 1. Land and water resources  | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |   |
|  |   | Will it use land efficiently?   | 0          | 0        | 0         |   |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |   |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |   |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |   |
|  | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |   |
| Will it conserve ground water resources?   |   | 0   | 0          | 0        |           |   |
| 2. Biodiversity  | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | ?          | ?        | ?         | It is not clear that any designated wetlands will significantly benefit.                      |
|  | 2.2 Maintain and enhance the range and viability of characteristic habitats and species     | Will it conserve species, reversing declines, and help to enhance diversity?                            | +          | +        | +         | This Policy is conducive with ensuring good water quality, which should benefit biodiversity. |
|  |   | Will it reduce habitat fragmentation?   | 0          | 0        | 0         |   |

|   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|
|   |   | Will it help achieve Biodiversity Action Plan targets?  | + | + | + |   |
|   | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places                  | Will it improve access to wildlife, and wild places?  | 0 | + | + | This Policy will ensure that the Brook that runs through the site remains in good ecological condition, and therefore is a feature of interest for the community. |
|   |   | Will it maintain and, where possible, increase the area of high-quality green space in the District?  | 0 | + | + |   |
|   |   | Will it promote understanding and appreciation of wildlife?   | 0 | + | + |   |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |   |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |   |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | 0 | 0 | The ecological health of the Brook is an important component of the quality of the open space on the site.  |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | + | + |   |
|   | Will it maintain and enhance the character of settlements?  | 0   | 0 | 0 |   |   |

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|  |   |   |    |    |    |   |
|--|---|---|----|----|----|---|
|  | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live?       | 0  | 0  | 0  |   |
|  |   | Will it lead to developments built to a high standard of design, and good place making?       | 0  | 0  | 0  |   |
| 4. Climate change and pollution                | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0  | 0  | 0  | This Policy seeks stringent protection of watercourses and the wider water environment in perpetuity. The Policy also puts in place guidance to ensure that effects of run-off during the construction phases are taken account of. |
|  |   | Will it improve air quality?  | 0  | 0  | 0  |   |
|  |   | Will it reduce traffic volumes?   | 0  | 0  | 0  |   |
|  |   | Will it support travel by means other than the car?   | 0  | 0  | 0  |   |
|  |   | Will it reduce levels of noise or noise concerns?   | 0  | 0  | 0  |   |
|  |   | Will it reduce or minimise light pollution?   | 0  | 0  | 0  |   |
|  |   | Will it improve water quality including by reducing diffuse and point source water pollution? | ++ | ++ | ++ |   |
|  | 4.2 Minimise waste production and support the recycling of waste products   | Will it reduce household waste?   | 0  | 0  | 0  |   |
| Will it increase waste recovery and recycling? |   | 0   | 0  | 0  |    |   |

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|                          |  |  |    |    |    |   |
|--------------------------|--|--|----|----|----|---|
|                          | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)  | Will it minimise risk to people and property from flooding, storm events or subsidence?  | ++ | ++ | ++ | Well-maintained surface water drainage will effectively ensure that run-off is minimised, therefore reducing flood-risk. Management of surface water drainage will also be effective in preventing sedimentation of watercourses, which could otherwise lead to increased flood risk. |
| 5. Healthy communities   | 5.1 Maintain and enhance human health  | Will it substantially reduce mortality rates?  | 0  | 0  | 0  |   |
|                          |  | Will it encourage healthy lifestyles, including travel choices?  | 0  | 0  | 0  |   |
|                          | 5.2 Reduce and prevent crime, and reduce the fear of crime   | Will it reduce actual levels of crime?   | 0  | 0  | 0  |   |
|                          |  | Will it reduce fear of crime?  | 0  | 0  | 0  |   |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?   | 0  | +  | +  | The ecological health of the Brook is an important component of the quality of the open space on the site.  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0  | 0  | 0  |   |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?           | 0  | 0  | 0  |   |

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|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  |   | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking?       | 0 | 0 | 0 |  |
|  |   | Will it support and improve community and public transport?   | 0 | 0 | 0 |  |
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0 | 0 |  |
|  |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |  |
|  |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0 |  |
|  | 6.3 Ensure all groups have access to decent, appropriate and affordable housing               | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0 | 0 |  |
|  |   | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |  |
|  |   | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |  |

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|   |  |   |    |    |  |   |
|---|--|---|----|----|--|---|
|   | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0  | 0  | 0  |   |
|   |  | Will it encourage engagement with community activities?   | 0  | 0  | 0  |   |
| 7.Economic activity                                   | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0  | 0  | 0  |   |
|   |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0  | 0  | 0  |   |
|   |  | Will it improve accessibility to local employment by means other than the car?  | 0  | 0  | 0  |   |
|   |  | Will it encourage the rural economy and diversification?  | 0  | 0  | 0  |   |
|   | 7.2 Support appropriate investment in people, places, communications and other infrastructure                | Will it improve the level of investment in key community services and infrastructure?                                       | ++ | ++ | ++   | Creation of a standalone body is an efficient way to secure funding for management and maintenance of surface water drainage. |
|   |  | Will it support provision of key communications infrastructure, including broadband?  | 0  | 0  | 0  |   |
|   |  | Will it improve access to education and training, and support provision of skilled employees to the economy?                | 0  | 0  | 0  |   |
| 7.3 Improve the efficiency, competitiveness, vitality | Will it improve business development and enhance competitiveness?  | 0   | 0  | 0  | It is not thought that stringent requirements for sustainable surface drainage or protection |   |

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|--|---------------------------------------|---|---|---|---|---|
|  | and adaptability of the local economy | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 | of watercourses will represent a financial burden for new developments. |
|  |                                       | Will it support sustainable tourism?  | 0 | 0 | 0 |   |
|  |                                       | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |   |

**Summary:**

This Policy seeks stringent protection of watercourses and the wider water environment in perpetuity. There should be benefits from seeking an integrated approach, as promoted by the Policy. An integrated approach should ensure that development is not hindered, whilst also ensuring that the water environment is not put at risk. The Policy also puts in place guidance to ensure that effects of run-off during the construction phase are taken account of. This Policy will ensure that the Brook that runs through the site remains in good ecological condition, and therefore is a feature of interest for the community.

**Mitigation/Recommendations:**

Part 2 of the Policy could be reworded to add to clarity. This could read:

*“No development shall commence until the written agreement of the local planning authorities has been secured stating that organisations with sufficient powers, funding, resources, expertise and integrated management are legally committed to maintain and manage all surface water systems on the North West Cambridge site in perpetuity.”*

Reference should be made to the type of monitoring, such as ecological/biological/hydrological conditions into the future to ensure that good conditions are being maintained.

| Preferred Option Policy NW29: Water Conservation |   |   |            |          |           |   |
|--|---|---|------------|----------|-----------|---|
| SA Topic   | SA objectives   | Decision-making criteria  | Short-term | Med-term | Long-term | Comments  |
| 1. Land and water resources                      | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |   |
|  |   | Will it use land efficiently?   | 0          | 0        | 0         |   |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |   |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |   |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |   |
|  | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | ++       | ++        |   |
| Will it conserve ground water resources?         |   | 0   | +          | +        |           |   |
| 2. Biodiversity                                  | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | ?          | ?        | ?         | This Policy includes provision to ensure biodiversity conservation, although it is not clear how this will be achieved. |
|  | 2.2 Maintain and enhance the range and viability of characteristic habitats and species     | Will it conserve species, reversing declines, and help to enhance diversity?                            | ?          | ?        | ?         |   |
|  |   | Will it reduce habitat fragmentation?   | ?          | ?        | ?         | This Policy includes provision to ensure biodiversity conservation, although it is not clear how this will be achieved. |



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|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  |   | Will it help achieve Biodiversity Action Plan targets?  | ? | ? | ? |  |
|  | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places                  | Will it improve access to wildlife, and wild places?  | 0 | 0 | 0 |  |
|  |   | Will it maintain and, where possible, increase the area of high-quality green space in the District?  | 0 | 0 | 0 |  |
|  |   | Will it promote understanding and appreciation of wildlife?   | 0 | 0 | 0 |  |
|  |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0 | 0 |  |
| 3. Landscape, townscape and archaeology                                    | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 |  |
|  | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | 0 | 0 |  |
| Will it protect and enhance open spaces of amenity and recreational value? |   | 0   | 0 | 0 |   |  |
| Will it maintain and enhance the character of settlements?                 |   | 0   | 0 | 0 |   |  |

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|   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|
|   | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live?       | + | + | + | Residents should be pleased with the inclusion of water conservation measures in their homes and workplaces. Water conservation measures represent innovative design and reflect the progressive nature of Cambridge as a city of science and learning. |
|   |   | Will it lead to developments built to a high standard of design, and good place making?       | + | + | + |   |
| 4. Climate change and pollution   | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | 0 | 0 | This Policy includes provision to ensure that there is no detrimental water pollution as a result of water reuse/recycling systems. However, it is not clear how such pollution could possibly occur.   |
|   |   | Will it improve air quality?  | 0 | 0 | 0 |   |
|   |   | Will it reduce traffic volumes?   | 0 | 0 | 0 |   |
|   |   | Will it support travel by means other than the car?   | 0 | 0 | 0 |   |
|   |   | Will it reduce levels of noise or noise concerns?   | 0 | 0 | 0 |   |
|   |   | Will it reduce or minimise light pollution?   | 0 | 0 | 0 |   |
|   |   | Will it improve water quality including by reducing diffuse and point source water pollution? | ? | ? | ? |   |
| 4.2 Minimise waste production and support the recycling of waste products               |   | Will it reduce household waste?   | 0 | 0 | 0 |   |
|   |   | Will it increase waste recovery and recycling?  | 0 | 0 | 0 |   |
| 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) |   | Will it minimise risk to people and property from flooding, storm events or subsidence?       | 0 | 0 | 0 |   |

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|                          |  |   |   |   |   |  |
|--------------------------|--|---|---|---|---|--|
| 5. Healthy communities   | 5.1 Maintain and enhance human health  | Will it substantially reduce mortality rates?   | 0 | 0 | 0 |  |
|                          |  | Will it encourage healthy lifestyles, including travel choices?   | 0 | 0 | 0 |  |
|                          | 5.2 Reduce and prevent crime, and reduce the fear of crime   | Will it reduce actual levels of crime?  | 0 | 0 | 0 |  |
|                          |  | Will it reduce fear of crime?   | 0 | 0 | 0 |  |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?  | 0 | 0 | 0 |  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | 0 | 0 |  |
|                          |  | Will it support and improve community and public transport?   | 0 | 0 | 0 |  |

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|   | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income                | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0 | 0 |  |
|   |  | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |  |
|   |  | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0 |  |
|   | 6.3 Ensure all groups have access to decent, appropriate and affordable housing                              | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0 | 0 |  |
|   |  | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |  |
|   |  | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |  |
| 6.4 Encourage and enable the active involvement of local people in community activities | Will it increase the ability of people to influence decisions?   | 0   | 0 | 0 |   |  |
|   | Will it encourage engagement with community activities?  | 0   | 0 | 0 |   |  |
| 7.Economic activity   | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0 | 0 |  |
|   |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one?   | 0 | 0 | 0 |  |

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|--|---|---|---|---|---|--|
|  |   | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |  |
|  |   | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |  |
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?   | 0 | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?  | 0 | 0 | 0 |  |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy   | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 |  |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |  |
|  |   | Will it support sustainable tourism?  | 0 | 0 | 0 |  |

|  |  |  |   |   |   |  |
|--|--|--|---|---|---|--|
|  |  | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres? | 0 | 0 | 0 |  |
| <p><b>Summary:</b><br/>This Policy promotes measures to increase water conservation in the built environment so that ambitious targets for reduced per capita water consumption can be met. This Policy includes provision to ensure that there is no detrimental water pollution as a result of water reuse/recycling systems. However, it is not clear how such pollution could possibly occur.</p>  |  |  |   |   |   |  |
| <p><b>Mitigation/Recommendations:</b><br/>This Policy should be internally coherent with <b>Policy NW24</b> and the Code for Sustainable Homes in terms of standards and timescale.</p> <p>The supporting text refers to water conservation measures reducing ‘the overall demand for water’. This is not strictly true, as the development will in fact increase overall demand for water in what is already a water stressed region. The Policy should aim to reduce per capita demand for water.</p> <p>Paragraph 2 of the supporting text refers to ‘improving the efficiency of water supply’. This should be changed to ‘water use’.</p> <p>The final sentence of paragraph 9.18 should read ‘adverse affect on biodiversity, or the wider water environment, in accordance with the Water Framework Directive’.</p> |  |  |   |   |   |  |

| Preferred Option Policy NW30: Construction Process |   |   |            |          |           |   |
|--|---|---|------------|----------|-----------|---|
| SA Topic   | SA objectives   | Decision-making criteria  | Short term | Med term | Long term | Comments  |
| 1. Land and water resources                        | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         | The Policy proposes the use of existing materials and promotes containing spoil within the site. This is considered effective land use. |
|  |   | Will it use land efficiently?   | ++         | 0        | 0         |   |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |   |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |   |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |   |
|  | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | ?          | 0        | 0         | It is difficult at this stage to ascertain the level of water consumption that may be required and how phasing may affect this.         |
| Will it conserve ground water resources?           |   | 0   | 0          | 0        |           |   |
| 2. Biodiversity                                    | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | 0          | 0        | 0         |   |
|  | 2.2 Maintain and enhance the range and viability of   | Will it conserve species, reversing declines, and help to enhance diversity?                            | 0          | 0        | 0         |   |

|   |  |   |   |   |   |  |
|---|--|---|---|---|---|--|
|   | characteristic habitats and species  | Will it reduce habitat fragmentation?   | 0   | 0 | 0 |  |
|   |  | Will it help achieve Biodiversity Action Plan targets?  | 0   | 0 | 0 |  |
|   | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places | Will it improve access to wildlife, and wild places?  | 0   | 0 | 0 |  |
|   |  | Will it maintain and, where possible, increase the area of high-quality green space in the District?    | 0   | 0 | 0 |  |
|   |  | Will it promote understanding and appreciation of wildlife?   | 0   | 0 | 0 |  |
|   |  | Will it improve access to the wider countryside through the network of public rights of way?            | 0   | 0 | 0 |  |
|   | 3. Landscape, townscape and archaeology  | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | ? | 0 |  |
| 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character |  | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?    | 0   | 0 | 0 | It is likely that there will be short term impacts during the construction phase that will be detrimental in comparison to current amenity and |



|                                 |   |   |    |   |   |  |
|---------------------------------|---|---|----|---|---|--|
|                                 |   | Will it protect and enhance open spaces of amenity and recreational value?              | X  | 0 | 0 | character. In particular visual and noise impacts from machinery and traffic.  |
|                                 |   | Will it maintain and enhance the character of settlements?                              | X  | 0 | 0 |  |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | X  | X | 0 | The Policy aims to minimise disturbance and distress to surrounding residents. However, it is likely that the negative impacts of construction (noise, traffic, visual) will impact on satisfaction with the neighbourhood for existing residents in the short term and new residents in the medium term as the site is built out.         |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making? | 0  | 0 | 0 |  |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | X  | 0 | 0 | During the construction phase there will be disruption and noise from machinery and construction, and also from vehicles supplying the site. The result of these practices will be to emit pollutants and to increase traffic above current levels.<br><br>The Policy should include a requirement for all construction traffic to use the |
|                                 |   | Will it improve air quality?  | X  | 0 | 0 |  |
|                                 |   | Will it reduce traffic volumes?   | XX | 0 | 0 |  |
|                                 |   | Will it support travel by means other than the car?                                     | X  | 0 | 0 |  |
|                                 |   | Will it reduce levels of noise or noise concerns?                                       | XX | 0 | 0 |  |
|                                 |   | Will it reduce or minimise light pollution?   | X  | 0 | 0 |  |

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|------------------------|---|---|----|---|---|--|
|                        |   | Will it improve water quality including by reducing diffuse and point source water pollution? | 0  | 0 | 0 | M11/A14 for access to the site, and to not use routes through the city if possible. There should also be a requirement to produce a code of construction practice. |
|                        | 4.2 Minimise waste production and support the recycling of waste products               | Will it reduce household waste?   | 0  | 0 | 0 | The Policy encourages recycling of construction waste and suitable materials that will be found from demolition of existing buildings.                             |
|                        |   | Will it increase waste recovery and recycling?  | ++ | 0 | 0 |  |
|                        | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding) | Will it minimise risk to people and property from flooding, storm events or subsidence?       | 0  | 0 | 0 |  |
| 5. Healthy communities | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?  | 0  | 0 | 0 |  |
|                        |   | Will it encourage healthy lifestyles, including travel choices?                               | 0  | 0 | 0 |  |
|                        | 5.2 Reduce and prevent crime, and reduce the fear of crime                              | Will it reduce actual levels of crime?  | 0  | 0 | 0 |  |
|                        |   | Will it reduce fear of crime?   | 0  | 0 | 0 |  |
|                        | 5.3 Improve the quantity and quality of publicly accessible open space                  | Will it increase the quantity and quality of publicly accessible open space?                  | 0  | 0 | 0 |  |

|                          |  |   |   |   |   |  |
|--------------------------|--|---|---|---|---|--|
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities?                    | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0 | 0 |  |
|                          |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | 0 | 0 |  |
|                          |  | Will it support and improve community and public transport?   | 0 | 0 | 0 |  |
|                          | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income  | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0 | 0 |  |
|                          |  | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |  |
|                          |  |   |   |   |   |  |

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|                     |  |   |   |   |   |  |
|---------------------|--|---|---|---|---|--|
|                     |  | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0 |  |
|                     | 6.3 Ensure all groups have access to decent, appropriate and affordable housing                              | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | 0 | 0 |  |
|                     |  | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |  |
|                     |  | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |  |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |  |
|                     |  | Will it encourage engagement with community activities?   | 0 | 0 | 0 |  |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0 | 0 |  |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one?   | 0 | 0 | 0 |  |

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|--|---|---|---|---|---|--|
|  |   | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |  |
|  |   | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |  |
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?   | 0 | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?  | 0 | 0 | 0 |  |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy   | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 |  |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |  |

|   |  |  |   |   |   |  |
|---|--|--|---|---|---|--|
|   |  | Will it support sustainable tourism?   | 0 | 0 | 0 |  |
|   |  | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres? | 0 | 0 | 0 |  |
| <p><b>Summary:</b></p> <p>This Policy seeks to mitigate potential negative environmental impacts associated with the construction phase of the development. The Policy encourages recycling of construction waste and suitable materials that will result from demolition of existing buildings. However, during the construction phase there will be disruption and noise from machinery and construction, and also from vehicles supplying the site. The result of these practices will be to emit pollutants, create nuisance and increase traffic above current levels.</p> <p>The Policy aims to minimise disturbance and distress to surrounding residents. It is likely that there will be short term impacts during the construction phase that will be detrimental in comparison to current amenity and character. In particular visual and noise impacts from machinery and traffic. It is likely that the negative impacts of construction (noise, traffic, visual) will impact on satisfaction of existing residents in the short term and new residents in the medium term as the site is built out.</p> |  |  |   |   |   |  |
| <p><b>Mitigation/Recommendations:</b></p> <p>The Policy should include a requirement for all construction traffic to use the most effective and sustainable access to the site.</p>   |  |  |   |   |   |  |

| Preferred Option Policy NW31: Strategic Landscaping |   |   |            |          |           |   |
|---|---|---|------------|----------|-----------|---|
| SA Topic  | SA objectives   | Decision-making criteria  | Short term | Med term | Long term | Comments  |
| 1. Land and water resources                         | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |   |
|   |   | Will it use land efficiently?   | 0          | 0        | 0         |   |
|   |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |   |
|   | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |   |
|   |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |   |
|   | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |   |
| Will it conserve ground water resources?            |   | 0   | 0          | 0        |           |   |
| 2. Biodiversity                                     | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | ?          | ?        | ?         | Landscaping may be required in order to maintain the integrity and interest of the geological SSSI. |
|   | 2.2 Maintain and enhance the range and viability of   | Will it conserve species, reversing declines, and help to enhance diversity?                            | ?          | ?        | ?         | Landscaping has the potential to reduce habitat fragmentation and provide                           |

|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  | characteristic habitats and species   | Will it reduce habitat fragmentation?   | ? | ? | ? | valuable habitat (that could be targeted at certain species). However, there is no explicit mention of these strategic aims.   |
|  |   | Will it help achieve Biodiversity Action Plan targets?  | ? | ? | ? |  |
|  | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places                  | Will it improve access to wildlife, and wild places?  | 0 | + | + | Landscaping will improve access to green space, woodland and nature generally, however, the quality of this experience could be increased by a greater strategic focus on what maximising the biodiversity value of landscaping. |
|  |   | Will it maintain and, where possible, increase the area of high-quality green space in the District?  | 0 | + | + |  |
| Will it promote understanding and appreciation of wildlife?                                  | 0   | ?   | ? |   |   |  |
| Will it improve access to the wider countryside through the network of public rights of way? | 0   | ?   | ? |   |   |  |
| 3. Landscape, townscape and archaeology  | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0 | Development Principles <b>NW2 N</b> and <b>R</b> should ensure that this Policy does not impact upon historical or cultural interest.  |
|  | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | ? | ? | ? | There is little detail given as to the strategic aims of landscaping. However, ensuring that landscaping is in place at the construction   |



|                                 |   |   |   |   |   |   |
|---------------------------------|---|---|---|---|---|---|
|                                 |   | Will it protect and enhance open spaces of amenity and recreational value?                    | ? | ? | ? | phase will be effective in ensuring that amenity impacts felt by existing local residents are minimised.  |
|                                 |   | Will it maintain and enhance the character of settlements?                                    | ? | ? | ? |   |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live?       | + | + | + | Implicit  |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making?       | + | + | + |   |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | 0 | 0 | Landscaping may be of strategic importance in order to mitigate noise impacts on the site.<br><br>Also, movement of unstable soil and other spoil has the potential to result in run-off of sediment into watercourses. It will be important that <b>Policy NW28</b> mitigates these effects. |
|                                 |   | Will it improve air quality?  | 0 | 0 | 0 |   |
|                                 |   | Will it reduce traffic volumes?   | 0 | 0 | 0 |   |
|                                 |   | Will it support travel by means other than the car?   | 0 | 0 | 0 |   |
|                                 |   | Will it reduce levels of noise or noise concerns?   | ? | ? | ? |   |
|                                 |   | Will it reduce or minimise light pollution?   | 0 | 0 | 0 |   |
|                                 |   | Will it improve water quality including by reducing diffuse and point source water pollution? | ? | ? | ? |   |

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|                          |   |  |   |   |   |   |
|--------------------------|---|--|---|---|---|---|
|                          | 4.2 Minimise waste production and support the recycling of waste products   | Will it reduce household waste?  | 0 | 0 | 0 |   |
|                          |   | Will it increase waste recovery and recycling?   | 0 | 0 | 0 |   |
|                          | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)                                   | Will it minimise risk to people and property from flooding, storm events or subsidence?  | 0 | 0 | 0 |   |
| 5. Healthy communities   | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?   | 0 | 0 | 0 |   |
|                          |   | Will it encourage healthy lifestyles, including travel choices?  | 0 | 0 | 0 |   |
|                          | 5.2 Reduce and prevent crime, and reduce the fear of crime  | Will it reduce actual levels of crime?   | 0 | 0 | 0 |   |
|                          |   | Will it reduce fear of crime?  | 0 | 0 | 0 |   |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space  | Will it increase the quantity and quality of publicly accessible open space?   | ? | ? | ? | There is little detail given as to the strategic aims of landscaping. |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0 | 0 | 0 |   |

|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  | leisure opportunities)  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0 | 0 |  |
|  |   | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | 0 | 0 |  |
|  |   | Will it support and improve community and public transport?   | 0 | 0 | 0 |  |
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0 | 0 |  |
|  |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |  |
|  |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0 |  |

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|   |   |   |   |   |   |  |
|---|---|---|---|---|---|--|
|   | 6.3 Ensure all groups have access to decent, appropriate and affordable housing         | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0   | 0 | 0 |  |
|   |   | Will it reduce the number of unfit homes?   | 0   | 0 | 0 |  |
|   |   | Will it meet the needs of the travelling community?   | 0   | 0 | 0 |  |
|   | 6.4 Encourage and enable the active involvement of local people in community activities | Will it increase the ability of people to influence decisions?  | 0   | 0 | 0 |  |
|   |   | Will it encourage engagement with community activities?   | 0   | 0 | 0 |  |
|   | 7.Economic activity   | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence  | Will it encourage businesses development? | 0 | 0 |  |
| Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? |   |   | 0   | 0 | 0 |  |
| Will it improve accessibility to local employment by means other than the car?  |   |   | 0   | 0 | 0 |  |
| Will it encourage the rural economy and diversification?  |   |   | 0   | 0 | 0 |  |

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|--|---|---|---|---|---|--|
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?   | 0 | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?  | 0 | 0 | 0 |  |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy   | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 |  |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |  |
|  |   | Will it support sustainable tourism?  | 0 | 0 | 0 |  |
|  |   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |  |

**Summary:**

This Policy focuses on ensuring that landscaping is in place at the start of the construction phase as well as further added to at the end of the construction stage. This will be effective in ensuring that amenity impacts felt by existing local residents are minimised. However, there is little further detail given as to the other strategic aims of landscaping.

**Mitigation/Recommendations:**

The Policy should make explicit the requirement to link providing high quality habitat (including the planting of trees of local genetic stock) that is strategically located in order to reduce habitat fragmentation with improving the quality of open space and green space.

| Preferred Option Policy NW32: Phasing & Need |   |   |            |          |           |   |
|--|---|---|------------|----------|-----------|---|
| SA Topic                                     | SA objectives   | Decision-making criteria  | Short term | Med term | Long term | Comments  |
| 1. Land and water resources                  | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         | The Policy seeks to ensure that there is a need for land to be developed, and can therefore be considered an efficient use of land. |
|  |   | Will it use land efficiently?   | +          | +        | +         |   |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |   |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |   |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |   |
|  | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |   |
|  |   | Will it conserve ground water resources?  | 0          | 0        | 0         |   |
| 2. Biodiversity                              | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | 0          | 0        | 0         |   |
|  | 2.2 Maintain and enhance the range and viability of   | Will it conserve species, reversing declines, and help to enhance diversity?                            | 0          | 0        | 0         |   |

|   |  |   |   |   |   |   |
|---|--|---|---|---|---|---|
|   | characteristic habitats and species  | Will it reduce habitat fragmentation?   | 0   | 0 | 0 |   |
|   |  | Will it help achieve Biodiversity Action Plan targets?  | 0   | 0 | 0 |   |
|   | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places | Will it improve access to wildlife, and wild places?  | 0   | 0 | 0 |   |
|   |  | Will it maintain and, where possible, increase the area of high-quality green space in the District?    | 0   | 0 | 0 |   |
|   |  | Will it promote understanding and appreciation of wildlife?   | 0   | 0 | 0 |   |
|   |  | Will it improve access to the wider countryside through the network of public rights of way?            | 0   | 0 | 0 |   |
|   | 3. Landscape, townscape and archaeology  | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0 | 0   |
| 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character |  | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?    | ?   | ? | 0 | Phasing can promote construction in pockets of the site at anyone time. It is anticipated that this will limit adverse landscape effects to |



|                                 |   |   |   |   |   |   |
|---------------------------------|---|---|---|---|---|---|
|                                 |   | Will it protect and enhance open spaces of amenity and recreational value?                    | 0 | 0 | 0 | sections of surrounding development at a time.  |
|                                 |   | Will it maintain and enhance the character of settlements?                                    | ? | ? | 0 |   |
|                                 | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live?       | 0 | 0 |   |   |
|                                 |   | Will it lead to developments built to a high standard of design, and good place making?       | 0 | 0 | 0 |   |
| 4. Climate change and pollution | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | 0 | 0 | Phasing will not reduce the negative impacts (air quality, traffic, noise and light pollution) on existing and future residents of the site and its surrounds. However, it will help to minimise the extent of these effects in particular on established communities during the short and medium term, |
|                                 |   | Will it improve air quality?  | ? | ? | 0 |   |
|                                 |   | Will it reduce traffic volumes?   | ? | ? | 0 |   |
|                                 |   | Will it support travel by means other than the car?   | 0 | 0 | 0 |   |
|                                 |   | Will it reduce levels of noise or noise concerns?   | ? | ? | 0 |   |
|                                 |   | Will it reduce or minimise light pollution?   | ? | ? | 0 |   |
|                                 |   | Will it improve water quality including by reducing diffuse and point source water pollution? | 0 | 0 | 0 |   |

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|                          |   |  |   |   |   |  |
|--------------------------|---|--|---|---|---|--|
|                          | 4.2 Minimise waste production and support the recycling of waste products   | Will it reduce household waste?  | 0 | 0 | 0 |  |
|                          |   | Will it increase waste recovery and recycling?   | 0 | 0 | 0 |  |
|                          | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)                                   | Will it minimise risk to people and property from flooding, storm events or subsidence?  | 0 | 0 | 0 |  |
| 5. Healthy communities   | 5.1 Maintain and enhance human health   | Will it reduce substantially reduce mortality rates?   | 0 | 0 | 0 |  |
|                          |   | Will it encourage healthy lifestyles, including travel choices?  | 0 | 0 | 0 |  |
|                          | 5.2 Reduce and prevent crime, and reduce the fear of crime  | Will it reduce actual levels of crime?   | 0 | 0 | 0 |  |
|                          |   | Will it reduce fear of crime?  | 0 | 0 | 0 |  |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space  | Will it increase the quantity and quality of publicly accessible open space?   | 0 | 0 | 0 |  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0 | 0 | 0 |  |

|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  | leisure opportunities)  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?                              | 0 | 0 | 0 |  |
|  |   | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking? | 0 | 0 | 0 |  |
|  |   | Will it support and improve community and public transport?   | 0 | 0 | 0 |  |
|  | 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income | Will it improve relations between people from different backgrounds or social groups?   | 0 | 0 | 0 |  |
|  |   | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | 0 | 0 |  |
|  |   | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | 0 | 0 |  |

|                     |  |   |   |   |   |   |
|---------------------|--|---|---|---|---|---|
|                     | 6.3 Ensure all groups have access to decent, appropriate and affordable housing                              | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | + | + | This Policy is not prescriptive as to the phasing of development, and so should ensure that the delivery of housing is not hindered |
|                     |  | Will it reduce the number of unfit homes?   | 0 | 0 | 0 |   |
|                     |  | Will it meet the needs of the travelling community?   | 0 | 0 | 0 |   |
|                     | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0 | 0 |   |
|                     |  | Will it encourage engagement with community activities?   | 0 | 0 | 0 |   |
| 7.Economic activity | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0 | 0 |   |
|                     |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one?   | 0 | 0 | 0 |   |
|                     |  | Will it improve accessibility to local employment by means other than the car?  | 0 | 0 | 0 |   |
|                     |  | Will it encourage the rural economy and diversification?  | 0 | 0 | 0 |   |

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|  |   |   |   |   |   |  |
|--|---|---|---|---|---|--|
|  | 7.2 Support appropriate investment in people, places, communications and other infrastructure | Will it improve the level of investment in key community services and infrastructure?   | 0 | 0 | 0 |  |
|  |   | Will it support provision of key communications infrastructure, including broadband?  | 0 | 0 | 0 |  |
|  |   | Will it improve access to education and training, and support provision of skilled employees to the economy?  | 0 | 0 | 0 |  |
|  | 7.3 Improve the efficiency, competitiveness, vitality and adaptability of the local economy   | Will it improve business development and enhance competitiveness?   | 0 | 0 | 0 |  |
|  |   | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | 0 | 0 |  |
|  |   | Will it support sustainable tourism?  | 0 | 0 | 0 |  |
|  |   | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |  |

**Summary:**

This Policy promotes the phasing of land at the masterplanning level. The Policy also seeks to ensure that there is a need for land to be developed, and can therefore be considered an efficient use of land. The Policy is not prescriptive as to the type of phasing that should occur. This should ensure that delivery of the built development is not restricted. However, there could be some benefits to stating the strategic aims of phasing, in order to guide decisions on phasing at the masterplanning stage.

**Mitigation/Recommendations:**

Reference should be made to the strategic aim of phasing and to the nature of receptors exposed to impacts during the construction of the development (i.e. current and future residents).

| Preferred Option Policy NW33: Infrastructure Provision |   |   |            |          |           |          |
|--|---|---|------------|----------|-----------|----------|
| SA Topic   | SA objectives   | Decision-making criteria  | Short term | Med term | Long term | Comments |
| 1. Land and water resources                            | 1.1 Minimise the irreversible loss of undeveloped land and productive agricultural holdings | Will it use land that has been previously developed?  | 0          | 0        | 0         |          |
|  |   | Will it use land efficiently?   | 0          | 0        | 0         |          |
|  |   | Will it protect and enhance the best and most versatile agricultural land?                              | 0          | 0        | 0         |          |
|  | 1.2 Reduce the use of non-renewable resources, including energy sources                     | Will it reduce emissions of greenhouse gases by reducing energy consumption?                            | 0          | 0        | 0         |          |
|  |   | Will it lead to an increased proportion of energy and other resources being met from renewable sources? | 0          | 0        | 0         |          |
|  | 1.3 Limit water consumption to levels supportable by natural processes and storage systems  | Will it reduce water consumption?   | 0          | 0        | 0         |          |
| Will it conserve ground water resources?               |   | 0   | 0          | 0        |           |          |
| 2. Biodiversity  | 2.1 Avoid damage to designated sites and protected species                                  | Will it protect sites designated for nature conservation interest?                                      | 0          | 0        | 0         |          |
|  | 2.2 Maintain and enhance the range and viability of characteristic habitats and species     | Will it conserve species, reversing declines, and help to enhance diversity?                            | 0          | 0        | 0         |          |
|  |   | Will it reduce habitat fragmentation?   | 0          | 0        | 0         |          |

|   |   |   |   |    |    |   |
|---|---|---|---|----|----|---|
|   |   | Will it help achieve Biodiversity Action Plan targets?  | 0 | 0  | 0  |   |
|   | 2.3 Improve opportunities for people to access and appreciate wildlife and wild places                  | Will it improve access to wildlife, and wild places?  | 0 | +  | +  | The Policy seeks contributions for the provision of biodiversity on-site. It may be possible that the open space provision in the strategic gap could provide an opportunity to promote biodiversity. |
|   |   | Will it maintain and, where possible, increase the area of high-quality green space in the District?  | 0 | +  | ++ |   |
|   |   | Will it promote understanding and appreciation of wildlife?   | 0 | +  | +  |   |
|   |   | Will it improve access to the wider countryside through the network of public rights of way?  | 0 | 0  | 0  |   |
| 3. Landscape, townscape and archaeology | 3.1 Avoid damage to areas and sites designated for their historic interest, and protect their settings. | Will it protect or enhance sites, features of areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)? | 0 | 0  | 0  |   |
|   | 3.2 Maintain and enhance the diversity and distinctiveness of landscape and townscape character         | Will it maintain and enhance the diversity and distinctiveness of landscape and townscape character?  | 0 | +  | +  | The Policy seeks contributions for open space provision and landscaping. This will help to integrate the development into the wider area.   |
|   |   | Will it protect and enhance open spaces of amenity and recreational value?  | 0 | ++ | ++ |   |
|   | Will it maintain and enhance the character of settlements?  | 0   | + | +  |    |   |



|  |   |   |   |    |    |   |
|--|---|---|---|----|----|---|
|  | 3.3 Create places, spaces and buildings that work well, wear well and look good   | Will it improve the satisfaction of people with their neighbourhoods as places to live? | 0 | +  | ++ | The Policy seeks to promote agreements to provide high quality open space and a range of community facilities. It is considered that this should improve satisfaction for new residents in the development being created and furthermore for existing residents in the neighbourhood. |
|  |   | Will it lead to developments built to a high standard of design, and good place making? | 0 | 0  | 0  |   |
| 4. Climate change and pollution                | 4.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light) | Will it reduce emissions of greenhouse gases?   | 0 | +  | +  | Infrastructure for public transport, sustainable transport and community transport will have some benefits for reducing emissions and promoting travel by means other than the car.   |
|  |   | Will it improve air quality?  | 0 | +  | +  |   |
|  |   | Will it reduce traffic volumes?   | 0 | 0  | 0  |   |
|  |   | Will it support travel by means other than the car?                                     | 0 | +  | +  |   |
|  |   | Will it reduce levels of noise or noise concerns?                                       | 0 | 0  | 0  |   |
|  |   | Will it reduce or minimise light pollution?   | 0 | 0  | 0  |   |
|  | Will it improve water quality including by reducing diffuse and point source water pollution?                           | 0   | 0 | 0  |    |   |
|  | 4.2 Minimise waste production and support the recycling of waste products   | Will it reduce household waste?   | 0 | +  | ++ |   |
| Will it increase waste recovery and recycling? |   | 0   | + | ++ |    |   |

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|                          |  |  |   |    |    |   |
|--------------------------|--|--|---|----|----|---|
|                          | 4.3 Limit or reduce vulnerability to the effects of climate change (including flooding)  | Will it minimise risk to people and property from flooding, storm events or subsidence?  | 0 | ++ | ++ | Hard drainage, as well as strategically located open space, will be important to reduce flood risk, both on-site and downstream.  |
| 5. Healthy communities   | 5.1 Maintain and enhance human health  | Will it reduce substantially reduce mortality rates?   | 0 | 0  | 0  | The definition of infrastructure includes healthcare and also open space and other facilities that should facilitate active recreation.   |
|                          |  | Will it encourage healthy lifestyles, including travel choices?  | 0 | ++ | ++ |   |
|                          | 5.2 Reduce and prevent crime, and reduce the fear of crime   | Will it reduce actual levels of crime?   | 0 | ?  | ?  | The definition of infrastructure includes provision of community development workers and youth workers, which could be employed in a role that addresses specific problems of crime or fear of crime. |
|                          |  | Will it reduce fear of crime?  | 0 | ?  | ?  |   |
|                          | 5.3 Improve the quantity and quality of publicly accessible open space   | Will it increase the quantity and quality of publicly accessible open space?   | 0 | ++ | ++ | This Policy promotes provision of open space as well as funds for maintenance.  |
| 6. Inclusive communities | 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities) | Will it improve the quality and range of services and facilities, including health, education, shopping, sport, leisure, arts and cultural activities? | 0 | ++ | ++ | In conjunction with other policy, this Policy should ensure that there is an appropriate range of accessible services and facilities.   |
|                          |  | Will it improve accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc)?           | 0 | ++ | ++ |   |

|   |  |   |   |    |    |   |
|---|--|---|---|----|----|---|
|   |  | Will it improve accessibility by means other than the car and improve the attractiveness of environmentally better modes including public transport, cycling and walking?       | 0 | ++ | ++ |   |
|   |  | Will it support and improve community and public transport?   | 0 | ++ | ++ |   |
| 6.2 Redress inequalities related to age, gender, disability, race, faith, location and income |  | Will it improve relations between people from different backgrounds or social groups?   | 0 | +  | +  | Community infrastructure can be effective in ensuring community cohesion and social inclusion.                        |
|   |  | Will it reduce poverty and social exclusion in those areas most affected?   | 0 | +  | +  |   |
|   |  | Will it promote accessibility for all members of society, including the elderly and disabled?   | 0 | +  | +  |   |
| 6.3 Ensure all groups have access to decent, appropriate and affordable housing               |  | Will it support the provision of a range of housing types and sizes, including affordable and key worker housing, to meet the identified needs of all sectors of the community? | 0 | ++ | ++ | In conjunction with other policy, this Policy should ensure that there is an appropriate level of affordable housing. |
|   |  | Will it reduce the number of unfit homes?   | 0 | 0  | 0  |   |
|   |  | Will it meet the needs of the travelling community?   | 0 | ?  | ?  |   |

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|   |  |   |   |    |   |  |
|---|--|---|---|----|---|--|
|   | 6.4 Encourage and enable the active involvement of local people in community activities                      | Will it increase the ability of people to influence decisions?  | 0 | 0  | 0   | Provision of community development workers could be effective in generating engagement with community activities.  |
|   |  | Will it encourage engagement with community activities?   | 0 | +  | +   |  |
| 7.Economic activity                                   | 7.1 Help people gain access to satisfying work appropriate to their skills, potential and place of residence | Will it encourage businesses development?   | 0 | 0  | 0   | In conjunction with other policy, this Policy should ensure that there is appropriate cycle and pedestrian access between residential areas and areas of employment. |
|   |  | Will it improve the range of employment opportunities to provide a satisfying job or occupation for everyone who wants one? | 0 | 0  | 0   |  |
|   |  | Will it improve accessibility to local employment by means other than the car?  | 0 | +  | +   |  |
|   |  | Will it encourage the rural economy and diversification?  | 0 | 0  | 0   |  |
|   | 7.2 Support appropriate investment in people, places, communications and other infrastructure                | Will it improve the level of investment in key community services and infrastructure?                                       | 0 | ++ | ++  | This Policy should allow for appropriate provision of community infrastructure including communications infrastructure and schools.                                  |
|   |  | Will it support provision of key communications infrastructure, including broadband?  | 0 | ++ | ++  |  |
|   |  | Will it improve access to education and training, and support provision of skilled employees to the economy?                | 0 | ++ | ++  |  |
| 7.3 Improve the efficiency, competitiveness, vitality | Will it improve business development and enhance competitiveness?  |   | + | +  | High quality physical and social infrastructure will be an important factor in encouraging business |  |

|   |                                       |   |   |   |   |              |
|---|---------------------------------------|---|---|---|---|--------------|
|   | and adaptability of the local economy | Will it support the Cambridge area's position as a world leader in research and technology based industries, higher education and research, particularly through the development and expansion of clusters? | 0 | + | + | development. |
|   |                                       | Will it support sustainable tourism?  | 0 | 0 | 0 |              |
|   |                                       | Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge City Centre, town, district, and local centres?  | 0 | 0 | 0 |              |
| <p><b>Summary:</b><br/>This Policy takes a holistic approach to the strategic provision of infrastructure, recognising that a sustainable community will require far more than just physical infrastructure, as defined in the traditional sense. It includes a comprehensive list of types of infrastructure that will be required, and so should be effective in securing maximum benefits from developer contributions. However, provision will ultimately depend on the strength and enforcement of s106 agreements to get these funds.</p> <p>It is felt that some of the benefits may be greater in the long term than in the short term. Funding for infrastructure will come forward progressively, and therefore so will the infrastructure itself. It will be important to prioritise what infrastructure is most important in order to ensure the creation of sustainable communities from the outset.</p> <p><b>Mitigation/Recommendations:</b><br/>To ensure the comprehensiveness of the list of types of infrastructure for which contributions will be sought 'energy infrastructure' could be added to the list.</p> |                                       |   |   |   |   |              |

## Appendix VI: Consultation Changes Screening

### Changes made to the Area Action Plan as a result of Preferred Options Consultation

| Section/Policy/ Paragraph | Preferred Options Report   | Proposed Change  | Council's Reason For Change  | Major/Minor And Comment    | Change In Assessment Matrices?  |
|---------------------------|--|--|--|----------------------------|---|
| <b>Preface</b>            |  |  |  |                            |   |
| Preface                   | The location is identified in Policy P9/2c of the Cambridgeshire and Peterborough Structure Plan 2003 as one where land should be released from the Green Belt for housing and mixed-use development and reserved for predominantly University-related uses and only brought forward when the University can show a clear need for the land to be released. This policy is consistent with RPG6 as well as the emerging Regional Spatial Strategy, the East of England Plan, and is to be "saved" within that plan which is due to be adopted towards the end of 2007. | The location is identified in Policy P9/2c of the Cambridgeshire and Peterborough Structure Plan 2003 as one where land should be released from the Green Belt for housing and mixed-use development and reserved for predominantly University-related uses and only brought forward when the University can show a clear need for the land to be released. This policy is consistent with RPG6 as well as the emerging Regional Spatial Strategy, the East of England Plan, and has been saved as of 27 September 2007. | Change made in response to representation 3690 in order to bring the AAP up to date. | Minor Detail clarification | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Preface: Next Steps       | Following the consultation on Preferred Options, the AAP will go through the following stages to adoption as a Development Plan document:<br><br>Draft AAP to be submitted to the Secretary of State (Regulation 28), 6 weeks allowed for objections to be made, June – July 2008<br>Consultation on site allocation   | Following the consultation on the Submission Draft, the AAP will go through the following stages to adoption as a Development Plan document:<br><br>a Consultation on site allocation objections put forward by objectors (Regulation 32) for 6 weeks,   | Not in response to a representation but changed to bring the document up to date.    | Minor Detail clarification | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |

| Section/Policy/<br>Paragraph   | Preferred Options Report   | Proposed Change  | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment   | Change In<br>Assessment<br>Matrices?   |
|--------------------------------|--|--|---|--|--|
|                                | <p>objections put forward by objectors (Regulation 32) for 6 weeks, July – October 2008<br/>Independent Examination into the soundness of the Plan by a Government Planning Inspector, November – December 2008<br/>Inspector's Report, binding on the Councils, May 2009<br/>Adoption, July 2009.</p> | <p>July – October 2008<br/>Independent Examination into the soundness of the Plan by a Government Planning Inspector, November – December 2008<br/>Inspector's Report, binding on the Councils, May 2009<br/>Adoption, July 2009.</p>  |   |  |  |
| <b>Section 1: Introduction</b> |  |  |   |  |  |
| Paragraph 1.4                  | <p>In using the Area Action Plan it is essential that its policies are read as a whole rather than in isolation and should also be read together with policies and proposals elsewhere in the Development Plan.</p>  | <p>In using the Area Action Plan it is essential that its policies are read as a whole rather than in isolation and should also be read together with policies and proposals elsewhere in the Development Plan. When a policy calls for something to be demonstrated this will require action on the part of the applicant to inform the decision maker. If the required action is not taken to an appropriate standard, development is likely to be refused. For the avoidance of doubt, the final result of calculations arising from the application of policies and guidance should always be rounded to the nearest whole number.</p> | <p>Not in response to a representation but a change to provide clarity.</p> | <p>Major<br/>Change of requirement to place emphasis on the applicant. This should be accompanied with information to make it easier for the applicant to inform the decision maker.</p> | <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p> |



| Section/Policy/<br>Paragraph                                      | Preferred Options Report  | Proposed Change   | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment | Change In<br>Assessment<br>Matrices? |
|---|---|---|---|----------------------------|--------------------------------------|
| <b>Section 2: Vision, Objectives &amp; Development Principles</b> |   |   |   |                            |                                      |
| NW1: Vision   | <p>Preferred Option Policy NW1:<br/>Vision</p> <p>North West Cambridge will create a new University quarter, which will contribute to meeting the needs of the wider city community, and which will embody best practice in environmental sustainability. Development will be of the highest quality and support the further development of the University, Cambridge and the Sub-Region as a centre of excellence and a world leader within the fields of higher education and research, and will address the University's long-term development needs to 2021 and beyond. There will be a new local centre which will act as a focus for the development and which will also provide facilities and services for nearby communities. A revised Green Belt and a new landscaped urban edge will enhance the setting of the City and maintain the separate identity</p> | <p>Preferred Option Policy NW1:<br/>Vision</p> <p>North West Cambridge will create a new University quarter, which will contribute to meeting the needs of the wider city community, and which will embody best practice in environmental sustainability. Development will be of the highest quality and support the further development of the University, Cambridge and the Sub-Region as a centre of excellence and a world leader within the fields of higher education and research, and will address the University's long-term development needs to 2021 and beyond. There will be a new local centre which will act as a focus for the development and which will also provide facilities and services for nearby communities. A revised Green Belt and a new</p> | <p>Change made in response to representation 3893 in order for the Vision to acknowledge the wider significance of the Green Belt and the contribution that NW Cambridge can make to the unique character of Cambridge.</p> |                            |                                      |

| Section/Policy/ Paragraph | Preferred Options Report  | Proposed Change   | Council's Reason For Change  | Major/Minor And Comment  | Change In Assessment Matrices?  |
|---------------------------|---|---|--|--|---|
|                           | of Girton village.  | landscaped urban edge will preserve the unique character of Cambridge, enhance its setting and maintain the separate identity of Girton village.  |  | Minor<br>Only slight change in emphasis                              | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Paragraph 2.1             | Cambridge University has identified this area, which is in its ownership, as its only option to address its long-term development needs for a number of uses, including housing. As a result, the Structure Plan, the Cambridge Local Plan and the <b>South Cambridgeshire Core Strategy</b> recognise that North West Cambridge should be developed to respond to the University's needs but that development should only take place when the University has demonstrated that a development is needed and cannot be accommodated on land elsewhere. | Cambridge University has identified this area, which is in its ownership, as its only option to address its long-term development needs for a number of uses, including housing. As a result, the Structure Plan, and the Cambridge Local Plan recognise that North West Cambridge should be developed to respond to the University's needs but that development should only take place when the University has demonstrated that a development is needed and cannot be accommodated on land elsewhere. | Not in response to a representation but a change to provide clarity and reflect the correction position in the South Cambridgeshire Core Strategy. | Minor<br>Deletion of reference to the South Cambridge Core Strategy. | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Paragraph 2.3             | The Structure Plan and the Cambridge Local Plan both require the University to demonstrate need before land is brought forward for development.   |   | Paragraph deleted in response to representation 3691 due to repetition and this point is   | Minor<br>Repetition  | The proposed change is not considered significant enough to change the score given at the preferred options           |

| Section/Policy/<br>Paragraph                           | Preferred Options Report  | Proposed Change  | Council's<br>Reason For<br>Change  | Major/Minor And<br>Comment   | Change In<br>Assessment<br>Matrices?   |
|--|---|--|--|--|--|
|  |   |  | covered in<br>paragraph 2.1.   |  | SA stage.  |
| Paragraph 2.4<br>Objectives of the<br>Area Action Plan | to secure the infrastructure needs<br>of the development; and   | To secure the infrastructure<br>needs of the development,<br>including green infrastructure;<br>and  | Amended in<br>response to<br>representation<br>3905 in order to<br>clarify that<br>green<br>infrastructure<br>has a wider<br>remit than just<br>open space<br>and recreation<br>provision. | Major<br>Including 'green<br>infrastructure' within the<br>Objectives of the Area<br>Action Plan should<br>provide the framework<br>to ensure sustainable<br>design and construction<br>methods as well as<br>open space and<br>landscaped grounds<br>can be stipulated. | The proposed<br>change is not<br>considered<br>significant enough<br>to change the score<br>given at the<br>preferred options<br>SA stage. |
| Policy NW2:<br>Development<br>Principles 3r)           | Planning permission will not be<br>granted where the proposed<br>development or associated<br>mitigation measures would have<br>an unacceptable adverse impact:<br><br>On residential amenity;<br>On the quality of the urban edge;<br>On air quality;<br>On biodiversity, archaeological,<br>historic landscape and geological<br>interests;<br>On flooding and flood risk;<br>On quality of ground or surface<br>water;<br>On local traffic movement;<br>On adjacent Conservation Areas;<br>and<br>On protected trees and trees of<br>significance. | Planning permission will not<br>be granted where the<br>proposed development or<br>associated mitigation<br>measures would have an<br>unacceptable adverse impact:<br>On residential amenity;<br>On the quality of the urban<br>edge;<br>On air quality;<br>On biodiversity,<br>archaeological, historic<br>landscape and geological<br>interests;<br>On flooding and flood risk;<br>On quality of ground or<br>surface water;<br>On local traffic movement;<br>On adjacent Conservation<br>Areas and Listed Buildings;<br>and | Amended in<br>response to<br>representation<br>3897 to ensure  | Minor<br>Clarification   | The proposed<br>change is not<br>considered  |

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|------------------------------|--|--|---|----------------------------|---|
|                              |  | On protected trees and trees of significance.  | consistency with the way that Conservation Areas are already treated in the policy. |                            | significant enough to change the score given at the preferred options SA stage. |
| Paragraph 2.8                | A number of Studies and Strategies need to be in place before planning permission can be granted, to ensure that the policy requirements of the plan are met and a high quality, sustainable development is achieved. The purpose of these is addressed in the relevant topic chapters. In addition, a Biodiversity Strategy will address the protection and enhancement of biodiversity interests on the site, and a Landscape Strategy will address the landscape treatment within and on the edge of the development, including its immediate setting. A Lighting Strategy will also be required to consider the effects on residential and wider amenity and will address lighting of key buildings, routes across the strategic gap and the lighting treatment of the urban edge. Other studies may also be required to consider how best to incorporate the Travellers Rest Pit geological Site of Special | A number of Studies and Strategies need to be in place before planning permission can be granted, to ensure that the policy requirements of the plan are met and a high quality, sustainable development is achieved. The purpose of these is addressed in the relevant topic chapters. In addition, a Biodiversity Strategy will address the protection and enhancement of biodiversity interests on the site, and a Landscape Strategy will address the landscape treatment within and on the edge of the development, including its immediate setting. A Lighting Strategy will also be required to consider the effects on residential and wider amenity and will address lighting of key buildings, routes across the strategic gap and the lighting treatment of the urban | Amended in response to representation 3823 in order to clarify that the             | Major                      | The proposed  |

| Section/Policy/<br>Paragraph | Preferred Options Report   | Proposed Change  | Council's<br>Reason For<br>Change  | Major/Minor And<br>Comment   | Change In<br>Assessment<br>Matrices?   |
|------------------------------|--|--|--|--|--|
|                              | <p>Scientific Interest into the development and to address noise and air pollution concerns that may arise. The Travellers Rest Pit provides a unique exposure of fossiliferous cold stage gravels, sands and silts of a high-level terrace (Observatory Gravels) of the River Cam. Close liaison with Natural England will be required during the planning process to ensure that the scientific value of the site is not compromised by the development at North West Cambridge.</p> | <p>edge. The Lighting Strategy should also consider the impact of outdoor lighting from the development on the operation of the Institute of Astronomy Observatory at Madingley Road, with a view to minimising any negative impacts. Other studies may also be required to consider how best to incorporate the Travellers Rest Pit geological Site of Special Scientific Interest into the development and to address any adverse impacts that may arise. The Travellers Rest Pit provides a unique exposure of fossiliferous cold stage gravels, sands and silts of a high-level terrace (Observatory Gravels) of the River Cam. Close liaison with Natural England will be required during the planning process to ensure that the scientific value of the site is not compromised by the development at North West Cambridge.</p> | <p>impact of outdoor lighting on the astronomical observatories should be considered with a view of minimising negative impacts.</p> <p>Amended in response to representation 3637 in order to provide clarity and avoid any misunderstanding any study looking at the SSSI should not just address noise and air pollution concerns that may arise but should cover a full range of</p> | <p>To maintain safety and address the proposed change, lights that minimise excess lighting upwards should be employed so as to maintain safety at night</p> <p>Minor<br/>Likely to provide positive benefit through increased scope</p> | <p>change is not considered significant enough to change the score given at the preferred options SA stage.</p> <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p> |

| Section/Policy/<br>Paragraph | Preferred Options Report   | Proposed Change   | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?  |
|------------------------------|--|---|---|---|---|
|                              |  |   | potential adverse impacts and there should be separate studies undertaken to address any impact of noise and air pollution arising from the M11 and A14 on the development in general                         |   |   |
| Paragraph 2.9                | It is important that the design of the development fully takes into account the impact of noise and air pollution arising from the M11 and A14, in relation to the amenity and health of residents, workers and school children, the amenity and use of open spaces and impact upon the setting of Cambridge. The use of certain types of physical acoustic barrier such as a fence alongside the M11 is unlikely to be acceptable in this sensitive location. | 2.8 It is important that the design of the development fully takes into account the impact of noise and air pollution arising from the M11 and A14, in relation to the amenity and health of residents, workers and school children, the amenity and use of open spaces and impact upon the setting of Cambridge. Specific studies should be undertaken to address these concerns. The use of certain types of physical acoustic barrier such as a fence alongside the M11 is unlikely to be acceptable in this sensitive location. | Amended in response to representation 3637 to reflect that separate studies should be undertaken to address any impact of noise and air pollution arising from the M11 and A14 on the development in general. | Minor<br>Likely to deliver positive impact but not expected to impact the SA objectives | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |

| Section/Policy/<br>Paragraph | Preferred Options Report   | Proposed Change  | Council's<br>Reason For<br>Change  | Major/Minor And<br>Comment   | Change In<br>Assessment<br>Matrices?   |
|------------------------------|--|--|--|--|--|
|                              |  |  |  |  |  |
| Paragraph 2.12               | <p>Before any planning permission for North West Cambridge can be granted it will be necessary to ensure that the development will be delivered in accordance with the principles set out in the Area Action Plan. A Masterplan will be prepared as part of the supporting information to the application for the grant of planning permission to ensure this is the case and to create the framework within which a high quality accessible development can be achieved. Design codes, and possibly other types of design guidance, will help deliver the masterplan.</p> | <p>2.11 Before any planning permission for North West Cambridge can be granted it will be necessary to ensure that the development will be delivered in accordance with the principles set out in the Area Action Plan. A Masterplan for the whole site will be prepared as part of the supporting information to the application for the grant of planning permission to ensure this is the case and to create the framework within which a high quality accessible development can be achieved. The Masterplan should be submitted with the outline planning application for the first phase of development. This would provide certainty that the development of later stages is compatible with that of earlier stages. Design codes, and possibly other types of design guidance, will help deliver the masterplan.</p> | <p>Not in response to a representation but changed to provide clarity.</p> | <p>Minor Clarification</p> <p>Major Integrated masterplanning is central to delivering a sustainable development This should ensure the developments and services are delivered and are appropriate to the needs of the community at that time It should provide a framework to plan and</p> | <p>The proposed changes are not considered significant enough to change the score given at the preferred options SA stage.</p> |

| Section/Policy/<br>Paragraph       | Preferred Options Report  | Proposed Change   | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?  |
|------------------------------------|---|---|---|---|---|
|                                    |   |   |   | benefit from future transport, utility and service synergies                                  |   |
| <b>Section 3: Site And Setting</b> |   |   |   |   |   |
| Policy NW4: Site and Setting       | Land between Madingley Road and Huntingdon Road, comprising two areas totalling approximately 68ha, as shown on the Proposals Map, is allocated for predominantly University-related uses. A strategic gap is retained between the two parts of the site to ensure separation is maintained between Cambridge and Girton village and to provide a central open space for reasons of biodiversity, landscape, recreation and amenity, whilst ensuring a cohesive and sustainable form of development. Development will create a high quality built edge to the urban area and provide an appropriate setting to Cambridge that maintains the purposes of the Cambridge Green Belt. | Land between Madingley Road and Huntingdon Road, comprising two areas totalling approximately 73ha, as shown on the Proposals Map, is allocated for predominantly University-related uses. A strategic gap is retained between the two parts of the site to ensure separation is maintained between Cambridge and Girton village and to provide a central open space for reasons of biodiversity, landscape, recreation and amenity, whilst ensuring a cohesive and sustainable form of development. Development will create a high quality built edge to the urban area and provide an appropriate setting to Cambridge that maintains the purposes of the Cambridge Green Belt. | The Councils have looked again at the site footprint and determined that there is some scope to amend it to provide a sensible development area whilst respecting the AAP objectives (which include maintaining Green belt purposes). This would increase the developable area by around 3.9ha. | Major<br>An increase in over 7% of total area is likely to impact local environmental quality | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Paragraph 3.4                      | It is important that the extent of development does not prejudice the maintenance of sufficient landscape foreground to provide an appropriate Green Belt setting   | It is important that the extent of development does not prejudice the maintenance of sufficient landscape foreground to provide an  | Consequential change for clarity as a result of the site footprint  | Minor<br>Clarification  | The proposed change is not considered significant enough to change the score  |



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|------------------------------|---|--|--|----------------------------|--|
|                              | <p>to the urban area. Studies demonstrate that retaining the slope of the Girton ridge in the Green Belt would best protect the Green Belt setting in this area whilst allowing a substantial area of land to be developed and the outer site boundary therefore generally follows the 20m contour. However, in the interests of maximising the site footprint to provide for the University's stated aspirations, land below the 20m contour in the southern part of the area, which is less sensitive in views and impacts, and can be screened on this lower lying land through enhancement of existing hedgerows, is included in the site. This area has some historic landscape interest and masterplanning will need to incorporate important features into the development as far as possible.</p> | <p>appropriate Green Belt setting to the urban area. Studies demonstrate that retaining the slope of the Girton ridge in the Green Belt would best protect the Green Belt setting in this area whilst allowing a substantial area of land to be developed . However, in the interests of maximising the site footprint to provide for the University's stated aspirations, land below the Girton ridge in the southern part of the area, which is less sensitive in views and less impact on the purposes of the Green Belt, and can be screened on this lower lying land through enhancement of existing hedgerows, is included in the site. This area has some historic landscape interest and masterplanning will need to incorporate important features into the development as far as possible.</p> | <p>amendment.</p>  |                            | <p>given at the preferred options SA stage.</p>  |
| Paragraph 3.5                | <p>Notwithstanding the containment of the development at the 20m contour, the development will be visible in the landscape and it is important that the masterplan for the area ensures the provision of</p>  | <p>Notwithstanding the containment of the development towards the top of the Girton ridge in the central portion of the site, the development will be visible in</p>   | <p>Consequential change for clarity as a result of the site footprint amendment.</p> | <p>Minor Clarification</p> | <p>The proposed change is not considered significant enough to change the score given at the</p> |

| Section/Policy/<br>Paragraph | Preferred Options Report   | Proposed Change  | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment          | Change In<br>Assessment<br>Matrices?  |
|------------------------------|--|--|---|-------------------------------------|---|
|                              | a complementary high quality and distinctive built edge to the extended urban area and appropriate landscaping.  | the landscape and it is important that the masterplan for the area ensures the provision of a complementary high quality and distinctive built edge to the extended urban area and appropriate landscaping.  |   |                                     | preferred options SA stage.   |
| Paragraph 3.7                | The strategic gap broadens to the south from Huntingdon Road to create a large open space at the heart of the new development to provide for amenity, recreation, landscaping and biodiversity. Further south, the strategic gap narrows to ensure that the two parts of the development have good physical links to provide for a cohesive and sustainable community and to provide high levels of access to centrally located community services and facilities at a new local centre. | The need to maintain separation diminishes with increasing distance from the south side of Huntingdon Road as the relationship with Girton village becomes less obvious. The strategic gap broadens out within the development to create a large open space at the heart of the new development to provide for amenity, recreation, landscaping and biodiversity. Further south, the strategic gap narrows to ensure that the two parts of the development have good physical links to provide for a cohesive and sustainable community and to provide high levels of access to centrally located community services and facilities at a new local centre. | Amended in response to a number of representations (3753, 3370, 3588, 3589, 3822, 3366, 3749, 3755). While the AAP acknowledges the importance of the strategic gap in terms of maintaining separation between Girton and Cambridge as well as providing a large central area of open space at the heart of the development to provide for amenity, recreation, | Minor Clarification<br><br>As above | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |

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| Section/Policy/<br>Paragraph | Preferred Options Report   | Proposed Change  | Council's Reason For Change  | Major/Minor And Comment | Change In Assessment Matrices?  |
|------------------------------|--|--|--|-------------------------|---|
|                              |  |  | landscaping and biodiversity, it is important that it provides a clear statement in order to avoid any misunderstandings as to the precise nature of the strategic gap.  |                         |   |
| Paragraph 3.8                | Whilst The Development Will Abut Existing Development In Girton Parish That Fronts Onto Huntingdon Road, The Development Is Unlikely To Have Any Direct Links With That Part Of Girton, And Will Function As An Urban Extension To The Built Up Area Of Cambridge, To Which It Will Link Across The Strategic Gap. As Such, It Should Be Regarded As A New Neighbourhood Of Cambridge. For The Purposes Of The Area Action Plan, It Will Be Referred To As "Girton South". | Whilst the development will abut existing development in Girton Parish that fronts onto Huntingdon Road, the development is unlikely to have any direct links with that part of Girton, and will function as an urban extension to the built up area of Cambridge, to which it will link across the strategic gap. As such, it should be regarded as a new neighbourhood of Cambridge. | Paragraph amended in response to representation 3391. Whilst the original wording was intended to distinguish between Girton village and the new development, agree that this has not proved helpful. The development needs to be considered as a whole and it is important to | Minor<br>Not applicable | The proposed change is not considered significant enough to change the score given at the preferred options |

| Section/Policy/<br>Paragraph              | Preferred Options Report   | Proposed Change   | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment | Change In<br>Assessment<br>Matrices?  |
|---|--|---|---|----------------------------|---|
|   |  |   | emphasise the integration between the two parts of the development rather than any distinction.   |                            | SA stage.   |
| <b>Section 4: Housing</b>                 |  |   |   |                            |   |
| Policy NW5:<br>Housing Supply<br>(part 1) | Preferred Policy Option NW5:<br>Housing Supply<br><br>Approximately 2,000 to 2,500 dwellings will be provided, with a priority on providing for University needs. An average net housing density of at least 50 dwellings per hectare will be achieved across the development as a whole. A range of densities will be provided following a designed approach, including higher densities in and around the local centre and at public transport stops, and with development of an appropriate scale and form where it adjoins existing housing. | Preferred Policy Option NW5:<br>Housing Supply<br><br>1. Approximately 2,000 to 2,500 dwellings will be provided, with a priority on providing for University needs. An average net housing density of at least 50 dwellings per hectare will be achieved across the development as a whole. A range of densities will be provided following a designed approach, including higher densities in and around the local centre and close to public transport stops, and with development of an appropriate scale and form where it adjoins existing housing. | Wording refined in response to a number of representations to clarify that higher densities are appropriate close to public transport stops rather than at them.<br>(Rep numbers: 3920, 3506, 3301, 3419, 3459, 3332, 3408, 3433, 3446, 3497, 3518, 3530, 3540, 3555, 3567, 3580, 3603, 3621, 3629, 3627, 3810, 3873) | Minor<br>Clarification     | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| NW6: Affordable                           | Housing developments will only   | Housing developments will   | Amended in  |                            |   |

| Section/Policy/<br>Paragraph | Preferred Options Report   | Proposed Change  | Council's<br>Reason For<br>Change  | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?  |
|------------------------------|--|--|--|---|---|
| Housing                      | be permitted if they provide at least 50% affordable housing to meet the needs of Cambridge University and College key workers <sup>1</sup> (as distinct from units of student accommodation), but account will be taken of any particular costs associated with the development (e.g. infrastructure provision) and other viability considerations, whether there are other planning objectives that need to be given priority, and the need to ensure balanced and sustainable communities. The occupation of such housing will be limited to Cambridge University and College key workers in housing need. It must be available over the long-term. Contributions for off-site provision will not be appropriate. | only be permitted if they provide 50% affordable housing to meet the needs of Cambridge University and College key workers <sup>1</sup> (as distinct from units of student accommodation), but account will be taken of any particular costs associated with the development (e.g. infrastructure provision) and other viability considerations, whether there are other planning objectives that need to be given priority, and the need to ensure balanced and sustainable communities. The occupation of such housing will be limited to Cambridge University and College key workers in housing need. It must be available over the long-term. Contributions for off-site provision will not be appropriate. | response to representation 3467 to better reflect the Cambridge Local Plan Inspectors Report conclusion that if the University wanted in future to provide more than 50% affordable housing the policy should not prevent them doing so. | Major<br>The “reason for change” doesn’t correspond to the “proposed change” Stipulating a set percentage of affordable housing limits opportunities to stipulate higher percentages if deemed appropriate to the site or changing housing requirements | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Paragraph 4.6                | Cambridge University accepts that it has a significant problem in the recruitment and retention of staff and provided evidence of this to the Cambridge Local Plan   | Cambridge University accepts that it has a significant problem in the recruitment and retention of staff and provided evidence of this to  | Amended in response to representation 3467 to better reflect the   |   |   |

<sup>1</sup> See Glossary for definition

<sup>1</sup> See Glossary for definition

**Cambridge City Council and South Cambridgeshire District Council**

Sustainability Appraisal of the North West Cambridge Area Action Plan – Submission Draft

| Section/Policy/<br>Paragraph | Preferred Options Report   | Proposed Change  | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment | Change In<br>Assessment<br>Matrices? |
|------------------------------|--|--|---|----------------------------|--------------------------------------|
|                              | <p>Inquiry in 2005. This evidence shows that 73% of the planned growth in University staff numbers to 2016 would require affordable housing of a variety of tenures. The evidence shows that excluding postgraduate accommodation, the University staff housing requirement to 2016 would be approximately 3,400 dwellings of which 3,250 would be self contained and 150 shared. Even if all of the housing at North West Cambridge were to be affordable it could not provide for all of this need and the open market housing is required to make the provision of the affordable housing viable. The evidence of the University to the Cambridge Local Plan Inquiry considered that a 50% affordable housing provision should be included in the plan and this was accepted by the Local Plan Inspector, subject to caveats concerning viability being included in the policy. However, in view of the high level of housing need demonstrated by the University, and the purpose of the development to address University needs, a higher proportion of affordable housing should be secured if viability</p> | <p>the Cambridge Local Plan Inquiry in 2005. This evidence shows that 73% of the planned growth in University staff numbers to 2016 would require affordable housing of a variety of tenures. The evidence shows that excluding postgraduate accommodation, the University staff housing requirement to 2016 would be approximately 3,400 dwellings of which 3,250 would be self contained and 150 shared. Even if all of the housing at North West Cambridge were to be affordable it could not provide for all of this need and the open market housing is required to make the provision of the affordable housing viable. The evidence of the University to the Cambridge Local Plan Inquiry considered that a 50% affordable housing provision should be included in the plan and this was accepted by the Local Plan Inspector, subject to caveats concerning viability being included in the policy. However, in view of the high level of housing need</p> | <p>Cambridge Local Plan Inspectors Report conclusion that if the University wanted in future to provide more than 50% affordable housing the policy should not prevent them doing so.</p> |                            |                                      |

| Section/Policy/<br>Paragraph              | Preferred Options Report   | Proposed Change  | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment   | Change In<br>Assessment<br>Matrices?  |
|---|--|--|---|--|---|
|   | evidence at the time of an application demonstrates that this is deliverable.  | demonstrated by the University, and the purpose of the development to address University needs, a higher proportion of affordable housing could be provided if viability evidence at the time of an application demonstrates that this is deliverable. |   | Minor<br>This change in emphasis could result in otherwise greater provision of affordable housing. However, it is assumed that necessary provision is provided as needed and this change in wording enables greater flexibility in terms of addressing University needs.  | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| NW7: Balanced and Sustainable Communities | Affordable housing will be intermingled with the market housing in small groups or clusters, whilst the student accommodation will primarily be developed as part of a separate and distinct University quarter. | Affordable housing will be intermingled with the market housing in small groups or clusters, whilst the student housing can be provided in a number of groups distributed across each phase of development.  | Amended in response to representation 3469 as allowing student housing to be provided in each phase of the development would help to ensure its availability when needed, and also that there is little recent history of residential amenity being | Major<br>Distributed student housing across the development would help provide student housing when it is needed<br>Integrated communities should help greater social interactions and facilitate social cohesion<br>Provision of car spaces for students is counter to the principle of sustainable development and should be discouraged<br>Improved public transport infrastructure | 6.2.1 + + +<br>6.2.2 + + +  |

| Section/Policy/<br>Paragraph | Preferred Options Report  | Proposed Change  | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment   | Change In<br>Assessment<br>Matrices?        |
|------------------------------|---|--|---|--|---|
|                              |   |  | affected by proximity to College student housing. As over half of the student housing would probably be for post-graduates who can have cars the case for a student accommodation quarter is less convincing.                         | and other measures to promote sustainable forms of transport should be promoted  |   |
| Paragraph 4.9                | Student housing is better provided primarily in a separate University quarter. It is more densely occupied, to a different daily timetable than other housing, and predominantly by young people who have different lifestyles than the general population. Its inclusion can sometimes lead to amenity issues that can be avoided on this site. Furthermore, Cambridge University student housing is essentially car free, and the road safety and traffic noise benefits which arise from this to the student community would be lost if it were to be located amongst general housing. Notwithstanding | The layout of the development should integrate affordable housing with the open market housing in ways that minimise social exclusion. The creation of tenure monocultures should be avoided. The development of the affordable housing in multiple small groups and clusters of between 6 and 25 dwellings will satisfy the policy requirement to achieve mixed and balanced communities. | Amended in response to representation 3469 as allowing student housing to be provided in each phase of the development would help to ensure its availability when needed, and also that there is little recent history of residential | Major<br>The proposed changes should help facilitate better social cohesion and understanding and help to work to establishing mixed communities<br>A focus on avoiding tenure monocultures should help minimise social exclusion<br>This change could result in an increase in student car ownership which is counter to the principle of sustainable development and likely to be a backwards step | 6.2.1 + + +<br>6.2.2 + + +<br>6.3.1 + ++ ++ |



| Section/Policy/<br>Paragraph                       | Preferred Options Report   | Proposed Change   | Council's<br>Reason For<br>Change  | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?   |
|--|--|---|--|---|--|
|  | <p>this, some limited provision may be appropriate away from the University quarter to make the best use of sites, for example above retail provision in the local centre or where accommodation has a need to be located adjacent to an academic or research facility.</p>  |   | <p>amenity being affected by proximity to College student housing. As over half of the student housing would probably be for post-graduates who can have cars the case for a student accommodation quarter is less convincing.</p> | <p>in moving Cambridge towards being a 'green' city<br/>Transport infrastructure and interconnectivity to the town centre and other university facilities should be such that personal car ownership is not necessary, particularly for students</p>  |  |
| <b>Section 5: Employment &amp; University Uses</b> |  |   |  |   |  |
| <p>Policy NW10: Mix of Uses</p>                    | <p>Employment development at North West Cambridge will constitute:</p> <p>a Up to 70,000 m2 of higher education uses, including new collegiate provision, academic faculty development and a University Conference Centre, within Use Class D1; and<br/>Up to 30,000m2 of University related sui generis research institutes and commercial research uses within Use Class B1(b)</p> | <p>Employment development at North West Cambridge will constitute:</p> <p>a Up to 60,000 m2 of higher education uses, including academic faculty development and a University Conference Centre, within Use Class D1; and<br/>b. Up to 40,000m2 of University related sui generis research institutes and commercial research uses within Use Class B1(b)</p> | <p>Amended in response to representations 3471 &amp; 3652 to provide clarity and accurately reflect the split of uses in the Local Plan.</p> <p>Consequential change made to core and local output indicators table.</p>           | <p>Major Reduced D1 and increased B1(b) provision (at the extent of new collegiate provision??) could deliver relatively significant increases in economic activity. Commercial/research partnerships could further enhance Cambridge University's position as a world class institute for both research and industry</p> | <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p> |

| Section/Policy/<br>Paragraph       | Preferred Options Report  | Proposed Change   | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment      | Change In<br>Assessment<br>Matrices?  |
|------------------------------------|---|---|---|---------------------------------|---|
| Paragraph 5.5                      | The University has submitted evidence to the Council at the Inquiry into the Local Plan 2006 that indicates that they have a need for a further 35.5ha upon which they would like to accommodate 100,000m <sup>2</sup> of academic and non-university research space at North West Cambridge.   | The University has submitted evidence to the Council at the Inquiry into the Local Plan 2006 that indicates that they have a need for 100,000m <sup>2</sup> of D1 higher education uses, University related research institutes and commercial research uses at North West Cambridge.   | Amended in response to representation 3655 to ensure consistency between the paragraph and policy NW10. Reference to land take removed as this is more adequately dealt with at the Masterplanning stage. | Minor Consistency clarification | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| <b>Section 6: Travel</b>           |   |   |   |                                 |   |
| Policy NW11:<br>Sustainable Travel | Development and transport systems will be planned in order to reduce the need to travel and maximise the use of sustainable transport modes to encourage people to move about by foot, cycle and bus, to achieve a modal split of no more than 40% of trips by car. This will include the provision of car clubs, employee travel plans, residential travel planning, and other similar measures. | Development and transport systems will be planned in order to reduce the need to travel and maximise the use of sustainable transport modes to encourage people to move about by foot, cycle and bus, to achieve a modal share of no more than 40% of trips by car. This will include the provision of car clubs, employee travel plans, residential travel planning, and other similar measures. | Not in response to a representation but changed to provide clarity.   | Minor<br>Minor rewording        | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |

| Section/Policy/<br>Paragraph | Preferred Options Report   | Proposed Change   | Council's<br>Reason For<br>Change | Major/Minor And<br>Comment | Change In<br>Assessment<br>Matrices?  |
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| Paragraph 6.3                | <p>Transport modelling for North West Cambridge has shown that an 8 percent reduction in the mode share for journey by car (reducing the mode share from 45 percent to 37 percent) is achievable, if the right conditions are created as part of the development. These conditions include:</p> <p>Good levels of day-to-day facilities and service provision in the local centre within the development, to encourage trips to be internalised within the site;<br/>                     Provision of high quality, high frequency public transport to give a high standard of public transport accessibility within the development and to key destinations, including the City centre and Cambridge Railway Station;<br/>                     High quality cycle provision, including safe and convenient routes and a large amount of high quality cycle parking, to support growth in cycling's modal share;<br/>                     Car parking provision below maximum standards as much as possible, combined with controls on on-street parking across the development site<br/>                     Car sharing facilities within the</p> | <p>Transport modelling<sup>1</sup> for North West Cambridge has shown that an 8 percent reduction in the modal share for journey by car (reducing the modal share from 45 percent to 37 percent) is achievable, if the right conditions are created as part of the development. These conditions include:</p> <p>Good levels of day-to-day facilities and service provision in the local centre within the development, to encourage trips to be internalised within the site;<br/>                     Provision of high quality, high frequency public transport to give a high standard of public transport accessibility within the development and to key destinations, including the City centre and Cambridge Railway Station;<br/>                     High quality cycle provision, including safe and convenient routes and a large amount of high quality cycle parking, to support growth in cycling's modal share;<br/>                     Car parking provision below maximum standards as much as possible, combined with</p> |                                   | Minor<br>Minor rewording   | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |

| Section/Policy/<br>Paragraph  | Preferred Options Report  | Proposed Change   | Council's<br>Reason For<br>Change  | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?   |
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|   | <p>development, through the use of car clubs or other similar measures;<br/>Employee travel plans and residential travel planning, including personal journey to work travel planning for residents of the development;</p> | <p>controls on on-street parking across the development site<br/>Car sharing facilities within the development, through the use of car clubs or other similar measures;<br/>Employee travel plans and residential travel planning, including personal journey to work travel planning for residents of the development.</p> <p>1 The transport modelling was carried out as part of the North West Transport Strategy</p> |  | <p>Minor<br/>Necessary detail clarification</p>                             | <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p> |
| <p>Transport Section<br/>addition of new<br/>paragraph (to be<br/>numbered 6.4)</p> | <p>N/A</p>  | <p>6.4 A Transport Assessment will be required alongside the planning application to allow the travel impact to be properly assessed and adequately mitigated. This will include</p>  | <p>Paragraph added in response to representation 3826 in order to highlight the critical role of</p> | <p>Minor<br/>Positive addition but unlikely to impact the SA Objectives</p> | <p>The proposed change is not considered significant enough to change the score given at the preferred options</p>           |

**Cambridge City Council and South Cambridgeshire District Council**

Sustainability Appraisal of the North West Cambridge Area Action Plan – Submission Draft

| Section/Policy/ Paragraph                      | Preferred Options Report   | Proposed Change   | Council's Reason For Change   | Major/Minor And Comment  | Change In Assessment Matrices?  |
|--|--|---|---|--|---|
|  |  | mitigation against environmental impacts, such as noise, pollution and impact on amenity and health.  | Transport Assessment.   |  | SA stage.   |
| Paragraph 6.5 (to be renumbered paragraph 6.6) | A limited number of vehicular accesses are proposed in order to limit the impact upon the key radial corridors of Huntingdon Road and Madingley Road. A maximum of two accesses from Huntingdon Road and one from Madingley Road are proposed for general traffic, as indicated on the concept diagram and preferred highway option diagram (Fig 6.1). | 6.6 A limited number of vehicular accesses are proposed in order to limit the impact upon the key radial corridors of Huntingdon Road and Madingley Road. A maximum of two accesses from Huntingdon Road are proposed. One main access from Madingley Road is proposed for general traffic, as indicated on the concept diagram and preferred highway option diagram (Fig 6.1). A secondary access into the development from Madingley Road may be required to serve the eastern part of the site using the existing road through the University Observatories. | Amended in response to representation 3362 in order to provide clarity.                               | Major<br>This additional road could encourage greater car use in the area<br>Revised public transport and sustainable transport infrastructure provision could mitigate this requirement | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Paragraph 6.7                                  | The design will also need to consider how the route would relate to the wider road network and development proposed north east of Huntingdon Road (the NIAB site). In conjunction with other development there is potential for a link from  | The design will also need to consider how the route would relate to the wider road network and development proposed north east of Huntingdon Road (the NIAB site). In conjunction with other development there is   | Amended in response to representation 3738 in order to clarify the potential links to the Guided Bus. |  |   |

| Section/Policy/<br>Paragraph            | Preferred Options Report  | Proposed Change  | Council's<br>Reason For<br>Change  | Major/Minor And<br>Comment | Change In<br>Assessment<br>Matrices?   |
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|   | <p>Huntingdon Road to Histon Road, giving the potential for linkage with the Guided Bus route to the North. The design of the junction at Huntingdon Road must be capable of linking satisfactorily with the proposed route from Huntingdon Road to Histon Road to ensure the wider transport benefits are achieved, particularly in terms of segregated public transport provision.</p>  | <p>potential for a link from Huntingdon Road to Histon Road, giving the potential for linkage with the Guided Bus route . The design of the junction at Huntingdon Road must be capable of linking satisfactorily with the proposed route from Huntingdon Road to Histon Road to ensure the wider transport benefits are achieved, particularly in terms of segregated public transport provision.</p>   |  | <p>Minor Clarification</p> | <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p> |
| <p>NW16: Public Transport Provision</p> | <p>High Quality Public transport provision will be provided to support development, including: Providing segregated bus priority routes through the development, along internal routes; Linkage of bus routes within the development to the wider bus network, including enhanced bus services along Huntingdon Road and the proposed Madingley Road to Huntingdon Road link route; Provision of bus stops, shelters and real time passenger information, with the majority of development being within 400m easy walking distance of a bus stop; and</p> | <p>High Quality Public transport provision will be provided to support development, including: Providing segregated bus priority routes through the development, along internal routes; Linkage of bus routes within the development to the wider bus network, including enhanced bus services along Huntingdon Road and the proposed Madingley Road to Huntingdon Road link route; Provision of bus stops, shelters and real time passenger information, with the majority of development</p> | <p>Amended in response to representation 3475 to clarify the developers role in supporting public transport.</p> |                            |  |

| Section/Policy/<br>Paragraph      | Preferred Options Report  | Proposed Change   | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?  |
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|                                   | Support for bus usage via residential travel plans and employee travel plans, funded by development.  | being within 400m easy walking distance of a bus stop; and Support for residential travel plans and employee travel plans, including measures to encourage bus use, funded by development.  |   | Major<br>The proposed change will give greater flexibility to implement the most appropriate travel plans for the development<br>The proposed change may however, result in poorer public transport accessibility through non-specified support for busses to be implemented through travel plans | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Policy NW17:<br>Cycling Provision | New and improved cycle links will be provided as part of the development, including:<br>Giving priority to cycling links between Huntingdon Road and Madingley Road and to the City centre;<br>Giving priority to cycling within the development, including | New and improved cycle links will be provided as part of the development, including:<br>Giving priority to cycling links between Huntingdon Road and Madingley Road and to the City centre;<br>Giving priority to cycling within the development, | Amended in response to representation 3662 in order to reflect the importance of links between this site and the NIAB | Major<br>This inclusion is important to ensure  | The proposed change is not considered   |

| Section/Policy/<br>Paragraph | Preferred Options Report  | Proposed Change  | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?   |
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|                              | connections to key destinations, including the local centre, bus stops, the primary school and employment; and Linking the development with the surrounding walking and cycling network and orbital routes including links to nearby villages and open countryside.   | including connections to key destinations, including the local centre, bus stops, the primary school, employment, and adjacent development; and Linking the development with the surrounding walking and cycling network and orbital routes including links to nearby villages and open countryside.   | development.  | ease of access between developments   | significant enough to change the score given at the preferred options SA stage.  |
| Paragraph 6.14               | Development will be designed to maximise the permeability of the site and the legibility of cycling routes to encourage short distance trips to be made by cycling and so reduce the dependence on private cars. Within the development area, excellent facilities therefore need to be provided for cyclists including:<br>A network of segregated cycle lanes within the development providing maximum permeability for cyclists to the surrounding cycle network and to the local centre;<br>Cycle parking provision for all development, including the local centre;<br>Cycle storage for all dwellings; and<br>Schemes to promote cycling, | 6.15 Development will be designed to maximise the permeability of the site and the legibility of cycling routes to encourage trips to be made by cycling and so reduce the dependence on private cars. Within the development area, excellent facilities therefore need to be provided for cyclists including:<br>High quality cycle provision within the development providing maximum permeability for cyclists to the surrounding cycle network and to the local centre;<br>Cycle parking provision for all development, including the local centre;<br>Cycle storage for all dwellings; and<br>Schemes to promote cycling, | Amended in response to representation 3879 to reflect the fact that some cyclists may travel significant distances.<br><br>Amended in response to representation 3878 to reflect that detailed design work on | Minor Acknowledgement of different trends in cycling within Cambridge<br><br>Minor In addition to the “reason for change”, segregated cycle lanes may not necessarily be the safest option for cyclists or pedestrians. | The proposed change is not considered significant enough to change the score given at the preferred options SA stage.<br><br>The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |



| Section/Policy/<br>Paragraph | Preferred Options Report  | Proposed Change  | Council's<br>Reason For<br>Change  | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?  |
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|                              | including consideration of cycle sharing schemes and information on routes to residents and employees.  | including consideration of cycle sharing schemes and information on routes to residents and employees.   | footpaths/cycle ways/roads has not yet been carried out.   |   |   |
| NW18: Walking Provision      | Development will be required to provide attractive, direct and safe walking routes as part of the development, including:<br>Giving priority to walking links between Huntingdon Road and Madingley Road and to the City centre;<br>Giving priority to walking routes within the development connecting to key destinations, including the local centre, bus stops, the primary school and employment; and<br>Linking the development with the surrounding walking network, including links to an improved rights of way network and to nearby villages and open countryside. | Development will be required to provide attractive, direct and safe walking routes as part of the development, including:<br>Giving priority to walking links between Huntingdon Road and Madingley Road, to adjacent development and to the City centre;<br>Giving priority to walking routes within the development connecting to key destinations, including the local centre, bus stops, the primary school and employment; and<br>Linking the development with the surrounding walking network, including links to an improved rights of way network and to nearby villages and open countryside. | Amended in response to representation 3663 in order to reflect the importance of links between this site and the NIAB development. | Minor<br>This change will not impact upon the SA however including emphasis on inter development access is welcomed | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Paragraph 6.18               | Development will be designed to maximise the permeability of the site and the legibility of walking routes to encourage short distance trips to be made by  | Development will be designed to maximise the permeability of the site and the legibility of walking routes to encourage trips to be made by walking  | Not in response to a representation but changed to provide clarity.  |   |   |

| Section/Policy/<br>Paragraph                        | Preferred Options Report   | Proposed Change  | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?  |
|---|--|--|---|---|---|
|   | walking and so reduce the dependence on private cars. The majority of walking trips generated by the development will be internal to the development site, but opportunities also exist for walking trips to be made to key external destinations, including schools and colleges in the vicinity of the site, the University West Cambridge site and Cambridge City Centre. | and so reduce the dependence on private cars. The majority of walking trips generated by the development will be internal to the development site, but opportunities also exist for walking trips to be made to key external destinations, including schools and colleges in the vicinity of the site, the University West Cambridge site and Cambridge City Centre.   |   | Minor<br>Clarification  | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| <b>Section 7. Community Services And Facilities</b> |  |  |   |   |   |
| Addition of new paragraph (to be numbered 7.3)      | N/A  | Not all services and facilities will be provided by the public or commercial sectors. Some facilities at North West Cambridge will be best provided through the direct involvement of community groups, e.g. facilities for faith and public worship and associations including social and sporting clubs. In appropriate instances the development may be required to provide land for their provision. These would be any sporting club that provides facilities over and above that required by the Open Space and Recreation | Added in response to representation 3842 in order to provide clarity to the policy and recognise that not all services and facilities will be provided by the public or commercial sectors and some facilities may be best provided through direct involvement of | Major<br>The “proposed change” should enable more community appropriate facilities provision It should also encourage greater community participation, help foster a greater sense of ownership of place and increase community interaction and inclusion | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |

| Section/Policy/<br>Paragraph | Preferred Options Report  | Proposed Change  | Council's<br>Reason For<br>Change  | Major/Minor And<br>Comment   | Change In<br>Assessment<br>Matrices?   |
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|                              |   | Standards.   | community<br>groups.   |  |  |
| Paragraph 7.9                | It is anticipated that, subject to the required strategies and masterplanning, the local centre will include:<br>a primary school and pre-school care<br>an appropriate level of local shopping<br>a library, life-long learning centre and information access point<br>flexible community meeting rooms and spaces adjacent to the primary school<br>provision for the emergency services including the police<br>a children's play area<br>neighbourhood recycling point. | It is anticipated that, subject to the required strategies and masterplanning, the local centre will comprise a range of services and facilities including:<br>a primary school and pre-school care<br>an appropriate level of local shopping and other services<br>a library, life-long learning centre and information access point<br>flexible community meeting rooms and spaces adjacent to the primary school<br>provision for the emergency services including the police<br>a children's play area<br>neighbourhood recycling point<br>Healthcare provision. | Amended in response to representation 3320 in order to reflect that the local centre will include a range of services and facilities.<br><br>Reference to healthcare added in response to representations 3591, 3791 and 3800. | Minor<br>Wording change<br><br>Minor<br>Clarification of role played by local centres<br><br>Minor<br>Addition for comprehensiveness | The proposed changes are not considered significant enough to change the score given at the preferred options SA stage.<br>No change |
| Paragraph 7.11               | The development will generate a need for additional secondary school provision. The County Council proposes to meet this  | The development will generate a need for additional secondary school places .<br>The County Council proposes   | Amended in response to representation 3671 in order to   | Minor<br>Clarification   | The proposed change is not considered significant enough   |

| Section/Policy/<br>Paragraph | Preferred Options Report  | Proposed Change   | Council's<br>Reason For<br>Change  | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?                         |
|------------------------------|---|---|--|---|--|
|                              | need through a new school to be built on land in the area between Huntingdon Road and Histon Road. The development of North West Cambridge will make an appropriate financial contribution towards this provision.  | to meet this need through a new school to be built on land in the area between Huntingdon Road and Histon Road. The development of North West Cambridge will make an appropriate financial contribution towards this provision.   | provide clarity.   |   | to change the score given at the preferred options SA stage. |
| Policy NW22:<br>Public Art   | Public art will be provided as part of the development to help generate pride in the area, increase a sense of ownership, develop cultural identity, create distinction, character and identity and contribute to quality of life. The value of public art sought within the development will be at least 1% of the construction cost of the project. A Public Art Strategy will be required to support a planning application. | Public art will be provided as part of the development to help generate pride in the area, increase a sense of ownership, develop cultural identity, create distinction, character and identity and contribute to quality of life. The value of public art sought within the development will be at a cost equal to 1% of the construction cost of the project. A Public Art Strategy will be required to support a planning application. | Amended in response to representation 3480 to be consistent with other planning policy guidance and seek a cost equal to 1% of the construction cost of the development. | Major<br>Change of wording restricts the opportunity to increase above 1% the percentage of the development costs to be used for public art<br>This eliminates the possibility to provide additional funding even if there is a consensus for greater funding | 7.2.1 X X X  |

| Section/Policy/<br>Paragraph   | Preferred Options Report   | Proposed Change  | Council's<br>Reason For<br>Change  | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?  |
|--|--|--|--|---|---|
| <b>Section 8: Recreation</b>   |  |  |  |   |   |
| Paragraph 8.4  | In addition to this, provision should be made for Strategic Open Space, which is the sub-regional network of green spaces and linkages. This could include improved access from North West Cambridge into the wider countryside and other areas of Strategic Open Space, such as the Coton Countryside Reserve. These linkages will be important to those living and working in North West Cambridge to ensure access to the wider countryside and also to provide connectivity for reasons of biodiversity. | In addition to this, provision should be made for Strategic Open Space, which would form part of the sub-regional network of green spaces and linkages identified in Cambridgeshire Horizons' Green Infrastructure Strategy. This should include improved access from North West Cambridge into the wider countryside and other areas of Strategic Open Space, such as the Coton Countryside Reserve. These linkages will be important to those living and working in North West Cambridge to ensure access to the wider countryside and also to provide connectivity for reasons of biodiversity. | Amended in response to representations 3677 & 3711 to provide clarity.   | Minor Clarification<br><br>Minor Clarification  | The proposed changes are not considered significant enough to change the score given at the preferred options SA stage. |
| <b>Section 9: Natural Resources</b>  |  |  |  |   |   |
| Policy NW24: Climate Change & Sustainable Design and Construction/Policy NW25: Renewable Energy/NW29: Water Conservation | Preferred Policy Option NW24: Climate Change & Sustainable Design and Construction<br><br>Development will be required to demonstrate that:<br><br>It has been designed to adapt to the predicted effects of climate change; and   | Preferred Policy Option NW24: Climate Change & Sustainable Design and Construction<br><br>1. Development will be required to demonstrate that it has been designed to adapt to the predicted effects of climate change;  | Policies combined in response to representations 3719 and 3720 in order to provide greater clarity and certainty in the proposed | Major<br>The proposed changes mainly add additional detail and clarification to the original policies Policy Option NW25's rewording to CHP or district heating 'preferably fuelled by renewable energy | The proposed change is not considered significant enough to change the score given at the preferred options SA stage.   |

| Section/Policy/<br>Paragraph | Preferred Options Report   | Proposed Change   | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment   | Change In<br>Assessment<br>Matrices? |
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|                              | <p>Residential development will achieve a high degree of sustainable design and construction in line with the Code for Sustainable Homes. Code level 4 will be sought for residential buildings, increasing to code level 5 for any planning application approved after April 2012.</p> <p>Non-residential development will achieve a high degree of sustainable design and construction in line with BREEAM standards; "Very good" will be sought for non-residential buildings, increasing to "excellent" for any planning applications approved after April 2012.</p> <p>The above requirements are subject to wider economic, viability and social testing.</p> <hr/> <p>Preferred Policy Option NW25: Renewable Energy</p> <p>A minimum of 20% of the developments predicted energy requirements will need to be provided from on-site renewable energy sources. These requirements may be relaxed if it can be clearly demonstrated that</p> | <p>2. Decentralised energy will be required at North West Cambridge, in the following order of priority:</p> <p>3. Combined Heat and Power (CHP), fuelled by renewable energy sources;</p> <p>a. Gas fired CHP;</p> <p>b. District heating fuelled by renewable energy sources;</p> <p>c. Gas fired district heating scheme, with a strategy to upgrade this to renewably fuelled in the future.</p> <p>An option lower down the list can only be considered where the option(s) above it have been demonstrated not to be viable.</p> <p>All of the above options will need to meet the needs of a substantial proportion of the development, including a mix of uses.</p> <p>3. Residential development will be required to demonstrate that:</p> <p>d) All dwellings approved on or before 31st March 2013 will meet Code for Sustainable Homes Level 4 or higher, up to a maximum of 550 dwellings across the</p> | <p>approach to higher building standards.</p> <p>Timescales amended in response to revisions to the housing trajectory.</p> | <p>sources" should more than compensate lack of on-site renewable energy stipulation through improved efficiencies. However, this change may limit scope for incorporating the most appropriate technologies and could result in non-renewable fuel sources being used</p> <p>CHP should be suitable for the proposed development, University use during the day with residential use in the evening</p> <p>Guaranteed and sustainable fuel sources need to be confirmed early in planning to ensure security of supply</p> <p>For non residential and student housing development, BREEAM excellent and a 20% reduction in predicted carbon emissions should deliver energy efficient and sustainable buildings</p> |                                      |

| Section/Policy/<br>Paragraph | Preferred Options Report  | Proposed Change   | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment | Change In<br>Assessment<br>Matrices? |
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|                              | <p>to require full compliance would not be viable;<br/>In addition to a minimum of 20% renewables, the provision of Combined Heat and Power (CHP), preferably fuelled by renewable energy sources, will also be required to meet the needs of a substantial proportion of the development. If it can be demonstrated that this would not be viable, then provision of a District Heating Scheme, again preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development would be required.</p> | <p>site. All dwellings above 550 will meet Code for Sustainable Homes Level 5 or higher;<br/>e) All dwellings approved on or after 1st April 2013 will meet Code for Sustainable Homes Level 5 or higher;<br/>f) Water conservation measures will be incorporated to reduce per capita water consumption by at least 30% compared to 2006 levels to meet Code Level 4, rising to a 47% reduction compared to 2006 levels to meet Code Level 5; and<br/>g) There is no adverse</p> |   |                            |                                      |
|                              | <p>Preferred Policy Option NW29: Water Conservation</p> <p>All development on the North West Cambridge site will incorporate water conservation measures, including water saving devices, rainwater harvesting and grey water recycling. The aim should be to reduce per capita water consumption by at least 30% compared to 2006 levels, rising to a 47% reduction compared to 2006 levels for anything approved after April</p>  | <p>impact on the water environment and biodiversity as a result of the implementation and management of water conservation measures.<br/>4. Non residential development and student housing will be required to demonstrate that:<br/>h) It will achieve a high degree of sustainable design and construction in line with BREEAM "excellent " standards or the equivalent if this is replaced;</p>   | <p>Amended in response to representation 3383 in order to acknowledge that the highest BREEAM standards should be sought and representation</p> |                            |                                      |

| Section/Policy/<br>Paragraph | Preferred Options Report  | Proposed Change  | Council's<br>Reason For<br>Change  | Major/Minor And<br>Comment | Change In<br>Assessment<br>Matrices? |
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|                              | <p>2012;<br/>Management of water conservation measures must ensure that there is no adverse impact on the water environment and biodiversity.</p> | <p>i) It will reduce its predicted carbon emissions by at least 20% through the use of on-site renewable energy technologies only where a renewably fuelled decentralised system is shown not to be viable;<br/>j) It will incorporate water conservation measures including water saving devices, greywater and/or rainwater recycling in all buildings to significantly reduce potable water consumption; and<br/>k) There is no adverse impact on the water environment and biodiversity as a result of the implementation and management of water conservation measures.<br/>5. The above requirements are subject to wider viability testing.</p> | <p>3482 to acknowledge emerging proposals. Amended in response to 3483 as the Code for Sustainable Homes includes requirement for renewables. Requirement retained for non-residential. Amended in response to representation 3398 to clarify that water conservation measures will also be expected from non-residential development and student housing.</p> |                            |                                      |



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|                              |  |   | <p>Not in response to a representation but to provide clarity.</p> <p>Consequential change made to core and local output indicators table.</p>                       |  |  |
| Paragraph 9.1                | <p>In response to climate change, national objectives have been set to reduce the UK's carbon dioxide emissions by at least 60% by 2050, with real progress towards this target by 2020. In addition, the Government has set out its aims for all new development to be zero carbon by 2016, with a 25% improvement in energy/carbon performance by 2010/18. North West Cambridge will need to play its part in helping to reach this goal, balancing the overall increased emissions due to the scale of the development, with the opportunities that new development offers for reducing</p> | <p>In response to climate change, national objectives have been set to reduce the UK's carbon dioxide emissions by at least 60% by 2050, with real progress towards this target by 2020. In addition, the Government has set out its aims for all new housing to be zero carbon by 2016, with two scheduled improvements to the building regulations between now and then, to help bridge the gap between current standards and those proposed for 2016. A national standard called the</p> | <p>Amended in response to representations 3719 and 3720 in order to provide greater clarity and certainty in the proposed approach to higher building standards.</p> | <p>Minor Clarification</p> <p>Minor Greater clarity and further reaching</p> | <p>The proposed changes are not considered significant enough to change the score given at the preferred options SA stage.</p> |

<sup>1</sup> Department for Communities and Local Government (2006). Building a Greener Future: Towards Zero Carbon Development

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|------------------------------|--|--|--|---------------------------------|--|
|                              | <p>carbon emissions, through such measures as sustainable design and the provision of decentralised and renewable energy sources. A Carbon Reduction Strategy for the site addressing these issues will be required to be submitted with any planning application.</p>   | <p>Code for Sustainable Homes (CSH) has also been launched to assess the environmental performance of new homes. It covers a range of issues including energy and water performance, drainage, recycling, environmental impact of construction materials and biodiversity. BREEAM is currently the equivalent standard for non-residential buildings, though the government is considering replacing it with a Code for non-residential buildings with similar goals to the CSH for zero carbon performance, which BREEAM currently lacks.</p> |  | <p>stipulations beyond 2013</p> |  |
| Paragraph 9.2                | <p>Climate change adaptation is the adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities. New development will need to adapt to unavoidable changes in climate without further increasing emissions with active heating and cooling systems. There is much that can be achieved through 'passive measures' such as the location, layout, orientation,</p> | <p>Climate change adaptation has been defined as ability to respond and adjust to actual or potential impacts of climate change in ways that moderate harm or take advantage of any positive opportunities that the climate may afford<sup>2</sup>. New development will need to adapt to unavoidable changes in climate without further increasing emissions with active heating and</p>  | <p>Not in response to a representation but to provide clarity.</p> | <p>Minor Clarification</p>      | <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p> |

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|------------------------------|---|---|---|---|---|
|                              | aspect and external design of buildings and landscaping around buildings that can help occupants to cope more easily with the effects of climate change.  | cooling systems. There is much that can be achieved through 'passive measures' such as the location, layout, orientation, aspect and external design of buildings and landscaping around buildings that can help occupants to cope more easily with the effects of climate change.  |   |   |   |
| Paragraph 9.3                | Development at North West Cambridge offers an opportunity to seek a high level of sustainable design and energy conservation measures in all new buildings. Energy conservation of buildings is an important part of meeting that requirement. The policy requires a high degree of measures to increase the sustainable design of buildings in line with the Code for Sustainable Homes, which also covers minimum standards for water consumption. Other measures such as energy efficiency are dealt with by Building Regulations. | New development, and particularly large scale development such as North West Cambridge, provides significant opportunities to reduce the carbon emissions produced during the lifetime of the development. Energy efficiency through design is one of the key climate change mitigation measures and provision of decentralised energy such as combined heat and power (CHP), is another. The existing national system of centralised electricity generation is very inefficient. Power stations discharge significant levels of energy in the form of heat to the atmosphere, rivers or sea. More energy is lost through transmission and distribution from remote power stations to | Amended in response to representations 3719 and 3720 in order to provide greater clarity and certainty in the proposed approach to higher building standards. | Minor Clarification<br><br>Minor Clarification<br><br>Minor Additional detail included to aid clarity but covered in Policies NW24 and NW25 | The proposed changes are not considered significant enough to change the score given at the preferred options SA stage. |

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|------------------------------|--|---|---|----------------------------|---|
|                              |  | towns and cities. Local power generation in “decentralised energy systems” such as through combined heat and power (CHP) allows the waste heat to be used locally, and for transmission and distribution losses to be cut significantly. This results in significantly lower carbon emissions. It will also conserve water resources that are a significant resource used in traditional power stations.  |   |                            |   |
| Paragraph 9.4                | The scale of development at North West Cambridge enhances the potential for a comprehensive approach to provision of energy. It offers the opportunity for innovative measures, including the use of renewable energy and combined heat and power or district heating. | The policy takes a hierarchical approach to energy reduction through provision of decentralised energy on the site, to ensure that the measures that would produce the greatest carbon emissions reductions are considered first and the next stage in the hierarchy is only considered where the higher order systems can be shown not to be viable on the site. Therefore, subsection c cannot be considered without both a and b (in that order) having been demonstrated not to be viable for the site. A renewably fuelled CHP is therefore the priority for the | Not in response to a representation but to provide clarity. | Minor Clarification        | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |

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|                              |   | <p>site, with other options of gas fired CHP and renewably fuelled district heating listed in order of their predicted impact on carbon emissions. This site, with its proposed mix of uses, is likely to be very suitable to CHP and initial feasibility work has been undertaken which confirms this.</p>   |   |                            |  |
| Paragraph 9.5                | <p>The renewable energy provision could take various forms, including:</p> <ul style="list-style-type: none"> <li>Onsite wind turbines;</li> <li>Solar thermal;</li> <li>Photo-voltaic cells (PV);</li> <li>Biomass for community heating or CHP;</li> <li>Ground source heat pumps</li> </ul> <p>The energy infrastructure necessary for CHP and/or District Heating will need to be explored at a very early stage and designed in at the front end of development in order to minimise costs and to phase appropriately the installation with the build out of the development. Preferably CHP and/or District Heating should be fuelled by a renewable energy source such as biomass with systems powered by fossil</p> | <p>The energy infrastructure necessary for CHP and/or district heating will need to be explored at a very early stage and designed in at the front end of development in order to minimise costs and to appropriately phase the installation with the build out of the development. A Carbon Reduction Strategy which will set out the broad strategy for the site as a whole will need to be submitted and approved alongside the masterplan and further detail will be required alongside subsequent planning applications.</p> | <p>Not in response to a representation but to provide clarity and avoid repetition.</p> | <p>Minor Clarification</p> | <p>The proposed changes are not considered significant enough to change the score given at the preferred options SA stage.</p> |

| Section/Policy/<br>Paragraph | Preferred Options Report   | Proposed Change   | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?   |
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|                              | <p>fuels used only if a renewable energy source is not viable, as such systems cannot be considered to be renewable. However, the infrastructure needs to be in place at the outset of development, which will allow the type of fuel used to be altered more easily than if the infrastructure was put in later. This will allow the potential to change over to a renewable fuel. An Energy Strategy for the site will be required to be submitted with the planning application, which will include a feasibility study to identify which technologies would be most suitable. Any feasibility work will be tested by the Councils.</p> |   |   | <p>Minor<br/>Clarification of text.<br/>Supporting detail in<br/>Policies NW24 and<br/>NW25</p> <p>Minor<br/>Repetition</p> |  |
| Paragraph 9.6                | <p>In determining which types of technologies would be most suitable for this site, there would be a requirement to minimise any potential impacts to the environment or local amenity by careful site selection, choice of technologies and mitigation measures. Potential impacts may be acceptable if they are minor, or are outweighed by wider benefits, such as the national need for energy from non-fossil fuels, which will contribute to reducing CO2 and other emissions.</p>   | <p>Both Authorities would support the development of an energy services company (ESCo) to provide this energy infrastructure. The ESCo could maintain the system and bill users for their energy consumption. The community could partially or wholly own it, if interest is shown.</p> | <p>Not in response to a representation but to avoid repetition with the development principles.</p> | <p>Minor<br/>Repetition</p>   | <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p> |

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|------------------------------|--|---|---|----------------------------|---|
| Paragraph 9.7                | Both Authorities would support the development of an energy services company (ESCo) to provide this energy infrastructure. The ESCo would maintain the system and bill users for their energy consumption. The community could partially or wholly own it, if interest is shown. | In line with PPS1 there are clear opportunities at North West Cambridge for the use of decentralised energy and on site renewables. Therefore specific requirements for the Code for Sustainable Homes and BREEAM for non-residential uses (or its equivalent, if this is replaced) have been set. These are one step ahead of proposed changes to the Building Regulations and therefore assist in moving towards the Zero Carbon target by 2016 and reflect the AAP objective for the development to be built as an exemplar of sustainable living. These standards are also phased to improve over time, as the development is built out over a number of years. | Not in response to a representation but to provide clarity. | Minor Clarification        | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Para 9.8                     |  | As BREEAM does not have as high standards as CSH, particularly in terms of carbon performance, BREEAM Excellent will be required from the outset. In the event that a renewably fuelled decentralised system is not viable there is an additional requirement for the non-  |   |                            |   |

| Section/Policy/<br>Paragraph                     | Preferred Options Report  | Proposed Change  | Council's<br>Reason For<br>Change                                     | Major/Minor And<br>Comment | Change In<br>Assessment<br>Matrices? |
|--|---|--|---|----------------------------|--------------------------------------|
|  |   | <p>residential uses within the development to meet 20% of the predicted carbon emissions from onsite renewable energy technologies. These could take various forms, including:</p> <ul style="list-style-type: none"> <li>f. Wind turbines;</li> <li>g. Solar thermal;</li> <li>h. Photo-voltaic cells (PV);</li> <li>i. Biomass for community heating or CHP;</li> <li>j. Ground source heat pumps</li> </ul> |   |                            |                                      |
| Para 9.9   |   | <p>In determining which types of technologies would be most suitable for this site, there would be a requirement to minimise any potential impacts to the environment or local amenity by careful site selection, choice of technologies and mitigation measures.</p>  |   |                            |                                      |
| Paragraph 9.16<br>(renumbered<br>paragraph 9.10) | <p>The East of England has the lowest rainfall in the country and is described officially as semi-arid. A high proportion of the available water resource is already being exploited and as such, even allowing for the impact of climate change, careful management of water resources</p> | <p>9.8 The East of England has the lowest rainfall in the country and is described officially as semi-arid. A high proportion of the available water resource is already being exploited and as such, even allowing for the impacts of climate change, careful</p>   | <p>Amended in response to representation 3718 to provide clarity.</p> |                            |                                      |



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|--|---|--|--|---------------------------------------|---|
|  | will be crucial if the economic potential of the Cambridge Sub-Region is to continue to be realised. Development at North West Cambridge provides an opportunity to design water conservation measures into the infrastructure and buildings in order to reduce per capita demand for water. This should be a fundamental approach of the development.  | management of water resources will be crucial if the economic potential of the Cambridge Sub-Region is to continue to be realised. Development at North West Cambridge provides an opportunity to design water conservation measures into the infrastructure and buildings in order to reduce per capita demand for water. This should be a fundamental approach of the development. For residential development, a 30% reduction compared to 2006 levels equates to 105 litres/head/day, while a 47% reduction equates to 80 litres/head/day. |  | Minor<br>Clarification                | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Paragraph 9.17<br>(renumbered<br>paragraph 9.11) | Improving the efficiency of water use in buildings can be relatively easily achieved by installing water saving devices. Rainwater harvesting systems for garden or landscape irrigation and/or toilet flushing are also available, as well as grey water recycling systems. At the outline planning application stage, a Water Conservation Strategy with basic information as to how this target will be met will be required, with further details of the measures proposed required | Improving the efficiency of water use in buildings can be relatively easily achieved by installing water saving devices. Rainwater recycling for garden or landscape irrigation and/or toilet flushing are also available, as well as greywater recycling systems. At the outline planning application stage, a Water Conservation Strategy with basic information as to how this target will be met will be   | Not in response to a representation but to ensure consistency with the policy. | Minor<br>Rewording for<br>consistency | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |

| Section/Policy/<br>Paragraph  | Preferred Options Report  | Proposed Change   | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment | Change In<br>Assessment<br>Matrices?  |
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|   | at the reserved matters stage.  | required, with further details of the measures proposed required at the reserved matters stage.   |   |                            |   |
| Paragraph 9.15<br>(renumbered<br>paragraph 9.10)                                      | The principles of Sustainable Drainage Systems (SuDs) should be employed where possible on the site to deal with surface water drainage. SuDs are an alternative approach to drainage that replicate as closely as possible the natural drainage of the development, helps replenish ground water and remove pollutants gathered during run-off, benefiting local wildlife. | 9.13The principles of Sustainable Drainage Systems (SuDS) should be employed where possible on the site to deal with surface water drainage. SuDS are an alternative approach to drainage that replicate as closely as possible the natural drainage of the site before development. This reduces the risk of flood downstream of the development, helps replenish ground water and remove pollutants gathered during run-off, benefiting local wildlife, in line with the SuDs management train. | Amended in response to representation 3774 in order to clarify the Councils preference for SuDs over more conventional methods of drainage. |                            |   |
| Policy NW27:<br>Management and<br>Maintenance of<br>Surface Water<br>Drainage Systems | All water bodies and watercourses required to serve the development will be maintained and managed by one or more publicly accountable bodies to ensure a comprehensive and integrated approach to surface water drainage with defined areas of responsibility;   | All water bodies watercourses and sustainable drainage features required to serve the development will be maintained and managed by one or more publicly accountable bodies to ensure a comprehensive and integrated approach to surface water drainage with defined areas of   | Not in response to a representation but to provide clarity.   | Minor<br>Clarification     | The proposed changes are not considered significant enough to change the score given at the preferred options SA stage. |

| Section/Policy/<br>Paragraph              | Preferred Options Report  | Proposed Change   | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices? |
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|   |   | responsibility;   |   |   |                                      |
| <b>Section 10: Delivery</b>               |   |   |   |   |                                      |
| Policy NW30:<br>Construction<br>Processes | Where practicable the development will:<br>Recycle construction waste;<br>Accommodate construction spoil within the development, taking account of the landscape character and avoiding creation of features alien to the topography;<br>Maximise the reuse and recycling of any suitable raw materials currently available on site during construction, such as redundant buildings or infrastructure;<br>Avoid disruption to adjacent parts of the City and Girton. | Where practicable the development will:<br>Recycle construction waste;<br>Accommodate construction spoil within the development, taking account of the local urban and landscape character and avoiding creation of features alien to the topography;<br>Maximise the reuse and recycling of any suitable raw materials currently available on site during construction, such as redundant buildings or infrastructure;<br>Avoid disruption to adjacent parts of the City and Girton. | Amended in response to a number of representations in order to provide more clarity and refer to local urban as well as landscape character.<br>(Rep numbers: 3820, 3306, 3338, 3414, 3439, 3452, 3503, 3512, 3525, 3536, 3543, 3548, 3561, 3597, 3609, 3634, 3754) | Minor<br>Clarification of the importance of the urban fabric as well as landscape character |                                      |
| NW32: Phasing & Need                      | Preferred Policy Option NW32: Phasing & Need<br>1. A Needs Statement must be submitted to demonstrate that the University has a need for the land to be released for development.<br>2. Phasing of the development will be determined through masterplanning and as the needs of the University are   | Preferred Policy Option NW30: Phasing & Need<br>1. A Needs Statement must be submitted to demonstrate that the University has a need for the land to be released for development.<br>2. Phasing of the development will be determined through   | Not in response to a representation but to reflect that this part of the policy is not required as the AAP does not have an end date.   |   |                                      |

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|                              | proven.<br>3. Land not required for development until after 2016 will be safeguarded to meet the long term development needs of the University. | masterplanning and as the needs of the University are proven.   |  | Minor<br>Not applicable to the AAP and provides greater flexibility to meet the needs of changing circumstances | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Delivery Mechanisms          |   | Delivery Mechanisms   | Amended in response to representation 3722 in order to provide some detail on delivery mechanisms, consistent with the approach in the adopted AAPs. | Minor Clarification   | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Paragraph 10.17              |   | The Area Action Plan has been prepared in consultation with key stakeholders involved in the delivery of North West Cambridge and various partnership working arrangements have been in place for the development since 2006, including Cambridgeshire County | Amended in response to representation 3722 in order to provide some detail on delivery mechanisms, consistent with the approach in                   | Minor Clarification   | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |

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| Section/Policy/<br>Paragraph | Preferred Options Report | Proposed Change   | Council's<br>Reason For<br>Change  | Major/Minor And<br>Comment | Change In<br>Assessment<br>Matrices?  |
|------------------------------|--------------------------|---|--|----------------------------|---|
|                              |                          | Council, Cambridgeshire Horizons, the Primary Care Trust, the Environment Agency, and the Highways Agency. Joint working arrangements have also included the developers of land between Huntingdon Road and Madingley Road in order to ensure a holistic approach to the planning and delivery of development in this area. A joint planning committee has been set up to ensure this objective is met in the determination of any planning applications. The Councils are also involved in the preparation of other key strategies and plans that will impact on the development of NW Cambridge such as their respective Community Strategies and strategies prepared by others including the County Council and Cambridgeshire Horizons. | the adopted AAPs.  |                            |   |
| Paragraph 10.18              |                          | Cambridgeshire Horizons' key focus is on the delivery of the development strategy for the Cambridge area. As such, it is assisting the local authorities with mechanisms to ensure prompt and efficient   | Amended in response to representation 3722 in order to provide some detail on delivery | Minor Clarification        | The proposed change is not considered significant enough to change the score given at the preferred options |

| Section/Policy/ Paragraph | Preferred Options Report   | Proposed Change   | Council's Reason For Change   | Major/Minor And Comment                       | Change In Assessment Matrices?  |
|---------------------------|--|---|---|---|---|
|                           |  | delivery of the major developments and necessary infrastructure.  | mechanisms, consistent with the approach in the adopted AAPs.   |   | SA stage.   |
| Paragraph 10.19           | However, all these assumptions must be heavily caveated that in the event of any changes, the housing trajectory will not reflect actual delivery. Many of these factors are beyond the control of the local planning authorities or development industry. The role of monitoring will an be important in assessing the actual performance in terms of delivery of this and other parts of the development strategy. | However, all these assumptions must be heavily caveated that in the event of any changes, the housing trajectory will not reflect actual delivery. Many of these factors are beyond the control of the local planning authorities or development industry. <i>In particular, the split in annual housing completions in each district will depend upon detailed masterplanning and the phasing of development across the site. The split identified in the housing trajectory has been informed by the likely proportions of residential development land to located in each district. The role of monitoring will be important in assessing the actual performance in terms of delivery of this and other parts of the development strategy.</i> | New sentence added (in italics on left) in response to 3485 representation in order provide clarity and reflect the most up to date position. | Minor   | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Housing Trajectory        | 2009/2010 = 0<br>2010/2011 = 50<br>2011/2012 = 200   | Projected annual completions<br>2009/2010 = 0<br>2010/2011 = 0  | Amended in response to 3485   | Minor<br>75 additional houses are unlikely to | The proposed change is not considered   |

| Section/Policy/<br>Paragraph                   | Preferred Options Report   | Proposed Change   | Council's<br>Reason For<br>Change  | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?   |
|--|--|---|--|---|--|
|  | 2012/2013 = 400<br>2013/2014 = 600<br>2014/2015 = 400<br>2015/2016 = 400<br>2016/2017 = 200<br>2017/2018 = 0<br>2018/2019 = 0<br>2019/2020 = 0<br>Total = 2250 | 2011/2012 = 200<br>2012/2013 = 350<br>2013/2014 = 400<br>2014/2015 = 400<br>2015/2016 = 400<br>2016/2017 = 400<br>2017/2018 = 175<br>2018/2019 = 0<br>2019/2020 = 0<br>Total = 2325<br><br>Split by district<br>Cambridge /SCDC<br>2009/2010 = 0<br>2010/2011 = 0<br>2011/2012 = 200/0<br>2012/2013 = 350/0<br>2013/2014 = 300/100<br>2014/2015 = 200/200<br>2015/2016 = 150/250<br>2016/2017 = 200/200<br>2017/2018 = 15/160<br>2018/2019 = 0<br>2019/2020 = 0<br>Total = 1415/910 | representation<br>in order provide<br>clarity and<br>reflect the most<br>up to date<br>position. | significantly affect the<br>impact of the existing<br>housing trajectory. | significant enough<br>to change the score<br>given at the<br>preferred options<br>SA stage.  |
| <b>Appendix 1: Car Parking Standards</b>       |  |   |  |   |  |
| Headers for Car<br>Parking Standards<br>Tables | Standards  | Maximum Standards   | Wording<br>revised to<br>ensure clarity.   | Minor<br>Clarification  | The proposed<br>change is not<br>considered<br>significant enough<br>to change the score<br>given at the<br>preferred options<br>SA stage. |

| Section/Policy/ Paragraph                  | Preferred Options Report  | Proposed Change   | Council's Reason For Change  | Major/Minor And Comment | Change In Assessment Matrices?  |
|--|---|---|--|-------------------------|---|
| <b>Appendix 2: Cycle Parking Standards</b> |   |   |  |                         |   |
| Headers for Cycle Parking Standards Tables | Number of Spaces  | Minimum Number of Spaces  | Wording revised to ensure clarity.   | Minor Clarification     | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Section 2.3 High Capacity                  | 2.3 High Capacity<br>2.3.1 For increased capacity racks can be arranged at alternate heights with the type of rack that holds the front wheel in place. These racks are only acceptable if a support post is provided between each rack to which the frame of the bicycle can easily be locked. This type of rack also ensures a straight row of bicycles, which is useful where space is at a premium. | Deleted   | Section deleted in response to representations 3817 and 3887 to make clear that on new developments cycle parking should be provided by the preferred Sheffield stand or Rounded A frame |                         |   |
| Paragraph 1.2b                             | 1.2 In addition to the application of these standards, new developments will have to comply with the following principles:<br><br>a. Cycle racks or stands should conform to the design and dimensions as set out at the end of these standards.<br>b. For residential purposes cycle parking should be within a  | 1.2 In addition to the application of these standards, new developments will have to comply with the following principles:<br><br>a. Cycle racks or stands should conform to the design and dimensions as set out at the end of these standards.<br>b. For residential purposes | Amended in response to representation 3888 in order to clarify the space requirements of cycle parking provision in sheds and garages.   |                         |   |



| Section/Policy/<br>Paragraph | Preferred Options Report   | Proposed Change  | Council's<br>Reason For<br>Change | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?   |
|------------------------------|--|--|-----------------------------------|---|--|
|                              | <p>covered, lockable enclosure. For individual houses this could be in the form of a shed or garage. For flats or student accommodation either individual lockers or cycle stands within a lockable, covered enclosure are required. The cycle parking should be easily accessible and convenient to use.</p> <p>c. Cycle parking for employees should be in a convenient, secure location and where practical covered.</p> <p>d. Short stay cycle parking, e.g. for visitors or shoppers, should be located as near as possible to the main entrance of buildings and covered by natural surveillance or CCTV. For large developments the cycle parking facility should be covered.</p> <p>e. Reference to staff should be taken to mean the peak number of staff expected to be on site at any one time.</p> <p>f. All cycle parking should be located to minimise conflicts between cycles and motor vehicles.</p> <p>g. Some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards for a multi-purpose site is likely to result in a duplication of provision.</p> | <p>cycle parking should be within a covered, lockable enclosure. For individual houses this could be in the form of additional space in a shed or garage. For flats or student accommodation either individual lockers or cycle stands within a lockable, covered enclosure are required. The cycle parking should be easily accessible and convenient to use.</p> <p>c. Cycle parking for employees should be in a convenient, secure location and where practical covered.</p> <p>d. Short stay cycle parking, e.g. for visitors or shoppers, should be located as near as possible to the main entrance of buildings and covered by natural surveillance or CCTV. For large developments the cycle parking facility should be covered.</p> <p>e. Reference to staff should be taken to mean the peak number of staff expected to be on site at any one time.</p> <p>f. All cycle parking should be located to minimise conflicts between cycles and motor vehicles.</p> |                                   | <p>Minor<br/>Could improve land use efficiencies but unlikely to have significant impacts</p> | <p>The proposed change is not considered significant enough to change the score given at the preferred options SA stage.</p> |

| Section/Policy/<br>Paragraph | Preferred Options Report  | Proposed Change   | Council's<br>Reason For<br>Change   | Major/Minor And<br>Comment  | Change In<br>Assessment<br>Matrices?  |
|------------------------------|---|---|---|---|---|
|                              |   | g. Some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards for a multi-purpose site is likely to result in a duplication of provision.   |   |   |   |
| Paragraph 2.21               | 2.2 Layout<br>2.2.1. This diagram shows the spacing required for cycle stands. There should be a 1200mm space between a double row of stands. All measurements shown are in millimetres | 2.2 Layout<br>2.2.1. This diagram shows the spacing required for cycle stands. There should be a minimum space of 2000mm between the centres of a single row of stands and a minimum space of 3000mm between the centres of a double row of stands. All measurements shown are in millimetres | Amended in response to representation 3815 and to clarify the distances required between cycle racks to ensure ease of movement around the racks. | Minor<br>Increased distance between cycle stands will require additional space for the same provision but will increase ease of use. Unlikely to have significant impact on the AAP or SA | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |
| Appendix 4:<br>Glossary      |   | The following have been added to the Glossary:<br>- Code for Sustainable Homes<br>- Green Infrastructure<br>- Recycling Centres<br>- Regional Spatial Strategy<br><br>The following have been deleted from the Glossary:<br>-Sui Generic<br>- Household Waste recycling centre                | Changes to the glossary are to provide clarity and to update the definitions.   | Minor<br>Clarification  | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |

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| Section/Policy/<br>Paragraph   | Preferred Options Report | Proposed Change   | Council's<br>Reason For<br>Change                                 | Major/Minor And<br>Comment | Change In<br>Assessment<br>Matrices?  |
|--|--------------------------|---|---|----------------------------|---|
|  |                          | The definition of the Local Transport Plan has also been updated.   |   |                            |   |
| Appendix 5:<br>Relationship with<br>the Cambridge<br>Local Plan (2006) | 4.2.3    N/A             | <p>The following policies and proposals in the Cambridge Local Plan (2006) will be superseded when the Area Action Plan is adopted:</p> <ul style="list-style-type: none"> <li>a. Policy 9/7 – Land between Madingley Road and Huntingdon Road;</li> <li>b. Proposal Site 9.07 – Madingley Road/Huntingdon Road; and</li> <li>c. Proposal Site 9.11 – 19 Acre Field and land at Gravel Hill Farm.</li> </ul> <p>The Proposals Maps for the Cambridge Local Development Framework and South Cambridgeshire District Council Local Development Framework will be update as required.</p> <p>4.2.4</p> | Not in response to a representation but added to provide clarity. | Minor                      | The proposed change is not considered significant enough to change the score given at the preferred options SA stage. |

## Appendix VII: Significant Changes Assessment

### Appraisal of Site Footprint Options 10.1 – 10.5 and A-E

| Area Action Plan Key Theme: Landscape Setting and the Green Belt   |  |   |   |  |
|--|--|---|---|--|
| Issue: Green Belt, the setting of Cambridge and the Separation of Communities  |  |   |   |  |
| Background: The spatial footprint of the development varies in extent of greenbelt land used, spatial layout and proximity to nearby settlements, development proximity to, and loss of, ecological and historical features and extent to which the requirements of the University Masterplan are met.   |  |   |   |  |
| Assumptions: Oak tree is conserved across all options. A greater spatial footprint results in greater degree of development. Greater degree of development results in increased resource use and in greater employment opportunities through provision of research facilities. Affordable housing is the priority of the development and a reduced land take option will still provide the desired amount of affordable housing. Services and facilities of a local centre will be reduced on the minimal spatial footprint option, but may be provided within the nearby development. |  |   |   |  |
| Option 10.1  | Option 10.2  | Option 10.3   | Option 10.4   | Option 10.5  |
| <p><b>Environmental</b></p> <p><b>Predominantly red</b> This option shows a high level of development and consequently will involve an increased resource footprint relative to lower levels of development. The extent of the spatial footprint impacts significantly on habitats and species, including badgers and habitat near brook and wetlands area. The spatial footprint results in a significant reduction in open space and access to wildlife</p>  | <p><b>Environmental</b></p> <p><b>Predominantly red and orange:</b> This option shows a high level of development and consequently will involve an increased resource footprint relative to lower levels of development. Some ecological impacts of development, including impact on badgers, habitat area in north of site and hedgerows in south. Less impact on wetland area around brook than 10.1. Significant area of open space lost and areas of historic interest lost. Greater access to open space than</p> | <p><b>Environmental</b></p> <p><b>Predominantly orange</b> This options shows mid level of development and therefore a moderate impact on resource use. The spatial footprint will impact to a lesser degree on habitats and species than options 10.1 and 10.2 but this impact remains fairly significant. Rise of land maintained as agricultural land but development would sit prominently at top of slope and views may be blocked to Girton and city. Risk of</p> | <p><b>Environmental</b></p> <p><b>Predominantly orange:</b> As 10.3 with exception of objective 3.2 where narrowing of greenbelt gap is less significant than option 10.3.<br/><b>Light green:</b> Option will maintain and enhance distinctiveness of landscape. Designated SSSI is conserved with a</p> | <p><b>Environmental</b></p> <p><b>Predominantly dark green</b> This option shows a low level of development and reduced resource footprint relative to other options. A substantial area of greenbelt maintained and there is minimal ecological impact and impact on undeveloped agricultural land. Views to Girton and the city are maintained. Greater provision of open space and access</p> |

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|  |   |   |   |   |
|--|---|---|---|---|
| <p>areas. Areas of historic interest will be lost. Due to a high level of land take in the green belt area, there is risk of merger of new development with village of Girton and the sweep of open rising land and setting of the city will be lost. Some views of Girton College and the historic centre lost due to development on the ridge. Greater development results in more light, noise pollution, greater energy use, greater area of hard surface, which in turn may have drainage and flooding implications.</p> <p><u>Dark green:</u> The designated SSSI is well protected with a buffer zone.</p> <p><u>Uncertainty:</u> The assessment of objective 3.3 depends on the plan layout, building design and landscaping and of objective 4.2 on waste management and recycling initiatives.</p> | <p>option 10.1. Significant land take in green belt area, risk of merger of new development with village of Girton. Harm to function of greenbelt to setting of city. Limited development on slope, however views may be blocked to Girton and city.</p> <p><u>Light green:</u> Designated SSSI is conserved with a smaller buffer zone than option 10.1</p> <p><u>Uncertainty:</u> As 10.1</p> | <p>merger of new development with village of Girton and narrowing of greenbelt gap around city.</p> <p><u>Light green:</u> Designated SSSI is conserved with a smaller buffer zone than option 10.1</p> <p><u>Dark green:</u> Historic features in south of site maintained.</p> <p><u>Uncertainty:</u> As 10.1</p> | <p>smaller buffer zone than option 10.1</p> <p><u>Dark green:</u> Historic features in south of site maintained.</p> <p><u>Uncertainty:</u> As 10.1</p> | <p>to wildlife sites. Minimal impact on habitats and species and historic sites. This option will be most likely to conserve badger population on site. Reduced level of development results in less noise, light pollution, minimal energy use.</p> <p><u>Light green:</u> Less hard surface relative to initial open land than other options. Designated SSSI is conserved with a smaller buffer zone than option 10.1</p> <p><u>Uncertainty:</u> As 10.1</p> |
|--|---|---|---|---|

|   |  |  |  |  |
|---|--|--|--|--|
| <p><b>Social</b></p> <p><b>Red/orange</b> Significantly reduced open space available for recreation<br/>Reduced public access to open space.</p> <p><b>Dark Green:</b><br/>Will provide affordable housing for low income group. Local centre will be provided</p> <p><b>Light Green:</b><br/>Local centre provided, however, quality of services and facilities will depend on final development plan.</p> | <p><b>Social</b></p> <p><b>Red/orange:</b> Significantly reduced open space available for recreation, however, greater public access to this than in 10.1.</p> <p><b>Dark Green:</b><br/>Will provide affordable housing for low income group. Local centre will be provided.</p> <p><b>Light Green:</b><br/>Local centre provided, however, quality of services and facilities will depend on final development plan.</p> | <p><b>Social</b></p> <p><b>Orange:</b> Reduced open space, however more retained than in 10.1 and 10.2.</p> <p><b>Predominantly light/dark green:</b><br/>Greater access to open space.<br/>Will provide affordable housing for low income group.</p> <p><b>Uncertainty:</b> Reduced spatial footprint may reduce extent of local services provided at local centre.</p> | <p><b>Social</b></p> <p><b>Orange:</b> Reduced open space, however more retained than in 10.1 and 10.2.</p> <p><b>Predominantly light/dark green:</b><br/>Greater access to open space.<br/>Will provide affordable housing for low income group.</p> <p><b>Uncertainty:</b> Reduced spatial footprint may reduce extent of local services provided at local centre.</p> | <p><b>Social</b></p> <p><b>Orange:</b> Significantly reduced spatial footprint, will impact on level of services, facilities and employment opportunities.</p> <p><b>Predominantly light/dark green:</b> Large area of open space maintained<br/>Greater access to open space. Will provide affordable housing for low income group.</p> |
| <p><b>Economic</b></p> <p><b>Dark green:</b> This option accords with the University Masterplan and as such will allow for the full development requirements of the University, including a local centre and a school. These developments, together with research facilities will provide employment opportunities and will improve business development.</p>   | <p><b>Economic</b></p> <p><b>Dark green:</b> This option meets development aspirations of University. This will allow for the full development requirements of the University, including a local centre and a school. These developments, together with research facilities will provide employment opportunities and will improve business development.</p>   | <p><b>Economic</b></p> <p><b>Light green:</b><br/>Accommodates significant amount of University Masterplan. Will provide for some development other than housing but less provision than options 10.1 and 10.2.</p>  | <p><b>Economic</b></p> <p><b>Light green:</b><br/>Accommodates significant amount of University Masterplan. Will provide for some development other than housing but less provision than options 10.1 and 10.2.</p>  | <p><b>Economic</b></p> <p><b>Red</b> University needs not met.<br/>Less provision of employment opportunities.<br/>Less provision of facilities and services at local centre. If not provided, further to travel to nearest local facilities</p>   |

| Option A   | Option B  | Option C  | Option D  | Option E   |
|--|---|---|---|--|
| <p><b>Environmental</b><br/><u>Predominantly Red and Orange:</u> This option is for a relatively large development, which has a footprint comparable in size to option 10.2. The larger development footprint will have increased resource demands compared to smaller development footprints (e.g. Option 10.5). Greater development results in more light, noise pollution, greater energy and water use, greater area of hard surface, which in turn may have drainage and flooding implications, which could be exacerbated by climate change.</p> <p>Some ecological impacts of development are expected, including impact on badgers, habitat area in north of site and pre-enclosure hedgerows in the south. Less impact on wetland area around brook than 10.1. Significant area of open space and areas of historic interest lost, particularly to the south west of the site. Significant land</p> | <p><b>Environmental</b><br/><u>Predominantly Red and Orange:</u> This option is for a relatively large development, which has a footprint comparable in size to option 10.2. The larger development footprint will have increased resource demands compared to smaller development footprints (e.g. Option 10.5). Greater development results in more light, noise pollution, greater energy and water use, greater area of hard surface, which in turn may have drainage and flooding implications, which could be exacerbated by climate change. There will be less impact on the wetland area around the brook than option 10.1.</p> <p>The effects are likely to be the same as Option A with some ecological impacts and a significant area of open space and areas of historic interest</p> | <p><b>Environmental</b><br/><u>Predominantly Red and Orange</u></p> <p>The development will represent significant land take of open space and Green belt land. The option is for a larger development footprint comparable in size to option 10.1 which will have increased resource demands, e.g. energy use and water use, and emissions of pollutants. This option will result in greater land take than Options A and B. This will have implications for open space provision and potentially for habitats and species across the site.</p> <p>The incorporation of a wider buffer to the west of the SSSI reduces the risk to this site compared to options A, B and D. This will also extend the strategic gap through the site more successfully than the other options, which should reduce the risk of</p> | <p><b>Environmental</b><br/><u>Predominantly Red and orange</u></p> <p>The development is for a large footprint comparable to option 10.1. The larger development footprint will have increased resource demands compared to smaller development footprints (e.g. Option 10.5). Greater development results in more light, noise pollution, greater energy and water use, greater area of hard surface, which in turn may have drainage and flooding implications, which could be exacerbated by climate change. This option will result in greater land take than Options A and B and to a lesser extent, C.</p> <p>The extent of the spatial footprint impacts significantly on habitats and species, including badgers and habitat near brook and wetlands</p> | <p><b>Environmental</b><br/><u>Predominantly Red and orange</u></p> <p>This option is for a relatively large development, which has a footprint comparable in size to Option B and 10.2. The larger development footprint will have increase resource demands compared to smaller development footprints (e.g. option 10.5). Greater development results in more light, noise pollution, greater energy and water use and greater area of hard surfaces. Hard surfaces may have drainage and flooding implications that could be exacerbated by climate change.</p> <p>The option will result in less land take than options A, C &amp; D. The development could have some ecological impacts and a significant area of open space and areas of historic interest lost. Less impact on wetland</p> |

|  |  |  |  |  |
|--|--|--|--|--|
| <p>take in green belt area and risk of merger of new development with Girton as only a relatively narrow open space area separates them. Limited development on slope but extension to the south west which will cross the 20m contour may impact on views. Some views may be blocked of Girton and the city.<br/><u>Uncertainty:</u> As 10.1<br/>Also, the presence of a buffer around the SSSI could have a positive impact but the limited extent could also mean there will be a negative impact on the SSSI from the new development.</p> | <p>lost. The wider buffer provided near the SSSI should mean the risk of negative impacts on the SSSI and of the merger of new development with Girton is lessened slightly. Nevertheless, the development will involve significant land take in the green belt. Limited development on slope but extension to the south west which will cross the 20m contour may impact views. Some views may be blocked to Girton and the city.<br/><u>Dark green:</u> The designated SSSI has a larger buffer than under Option A which should help protect this site.<br/><u>Uncertainty:</u> As 10.1</p> | <p>merger between the development and Girton. The footprint is further away from the sites of historic value to the south west of the site, than options A and B. The development extends beyond the 20m contour along the full length of the site which could obstruct views. This could cause greater obstruction than Options A and B but will be determined by the details of the design for the development.<br/><u>Dark Green</u> The larger area of open space surrounding the SSSI should help protect the site from the development.<br/><u>Unknown</u><br/>As 10.1</p> | <p>area. The spatial footprint results in a significant reduction in open space and access to wildlife areas. The significant land take increases the risk of merger of new development with Girton and the sweep of open rising land and setting of the city will be lost. The extension of the footprint into the line of the strategic gap could also increase the risk of merger. Some views of Girton College and the historic centre lost due to development on the ridge. The sensitive historic landscape and features may be impacted although not as significantly as for Options A and B.<br/><u>Unknown</u><br/>As 10.1<br/>Also, the presence of a buffer around the SSSI could have a positive impact but the limited extent could also mean there will be a negative impact on the SSSI from the new development.</p> | <p>area around brook than 10.1. The wider buffer provided near the SSSI should mean the risk of negative impacts on the SSSI and of the merger of new development with Girton is less than for Options A,B &amp; D. Nevertheless, the development will involve significant land take in the green belt. Limited development on slope but extension to the south west which will cross the 20m contour may impact views and the sensitive historical features in this area. Some views may be blocked to Girton and the city.<br/><u>Dark green:</u> The larger area of open space surrounding the SSSI should help protect the site from the development.<br/><u>Unknown</u><br/>As 10.1</p> |
|--|--|--|--|--|



|  |  |   |  |  |
|--|--|---|--|--|
| <p><b>Social</b></p> <p><b>Red and Orange:</b> Significantly reduced open space for recreation. Reduced public access to open space.</p> <p><b>Light green:</b> Local centre provided, however, quality of services and facilities will depend on final development plan.</p> <p><b>Dark green:</b> Affordable housing will be provided on the site and a local centre</p> | <p><b>Social</b></p> <p><b>Orange:</b> Reduced area of open space for recreation although a greater area than under option A will be provided.</p> <p><b>Light green:</b> Local centre provided, however, quality of services and facilities will depend on final development plan.</p> <p><b>Dark green:</b> Affordable housing will be provided on the site and a local centre provided.</p> | <p><b>Social</b></p> <p><b>Orange:</b> Reduced area of open space for recreation. Inclusion of open space into the development should provide some mitigation for this loss.</p> <p><b>Light green:</b> Local centre provided, however, quality of services and facilities will depend on final development plan.</p> <p><b>Dark green:</b> Affordable housing will be provided on the site and a local centre provided</p> | <p><b>Social</b></p> <p><b>Red and orange:</b> Reduced area of open space and public access to open space.</p> <p><b>Light green:</b> Local centre provided, however, quality of services and facilities will depend on final development plan.</p> <p><b>Dark green:</b> Affordable housing will be provided on the site and a local centre provided</p>                      | <p><b>Social</b></p> <p><b>Orange:</b> Reduced area of open space for recreation although a greater area than under option A will be provided.</p> <p><b>Light green:</b> Local centre provided, however, quality of services and facilities will depend on final development plan.</p> <p><b>Dark green:</b> Affordable housing will be provided on the site and a local centre provided.</p> |
| <p><b>Economic</b></p> <p><b>Dark green:</b> This option could meet development aspirations of the University. This could allow for the full development requirements of the University, including a local centre and a school. These developments, together with research facilities would provide employment opportunities and would improve business development.</p>   | <p><b>Economic</b></p> <p><b>Dark green:</b> As option A. This option could meet development aspirations of the University. This could allow for the full development requirements of the University, including a local centre and a school. These developments, together with research facilities would provide employment opportunities and would improve business development.</p>          | <p><b>Economic</b></p> <p><b>Dark green:</b> As option A. This option meets development aspirations of the University. This will allow for the full development requirements of the University, including a local centre and a school. These developments, together with research facilities will provide employment opportunities and will improve business development..</p>  | <p><b>Economic</b></p> <p><b>Dark green:</b> As option A. This option meets development aspirations of the University. This will allow for the full development requirements of the University, including a local centre and a school. These developments, together with research facilities will provide employment opportunities and will improve business development..</p> | <p><b>Economic</b></p> <p><b>Dark green:</b> As option A. This option could meet development aspirations of the University. This could allow for the full development requirements of the University, including a local centre and a school. These developments, together with research facilities will provide employment opportunities and will improve business development.</p>            |



## Appendix VIII: Quality Assurance Checklist

Quality assurance is an important element of the appraisal exercise. It helps to ensure that the requirements of the SEA Directive are met, and show how effectively the appraisal has integrated sustainability considerations into the plan-making process.

| Guidance checklist   | Section                                 | Carried out by   | When                                |
|--|---|--|-------------------------------------|
| <b>Objectives and context</b>  |   |  |                                     |
| <ul style="list-style-type: none"> <li>The plan's purpose and objectives are made clear.</li> </ul>  | Section 1.                              | Scott Wilson   | September 2007                      |
| <ul style="list-style-type: none"> <li>Sustainability issues, including international and EC objectives, are considered in developing objectives and targets.</li> </ul>                             | Scoping Reports and Section 2.4         | Cambridge City Council, South Cambridgeshire District Council and Scott Wilson | 2005, September 2007 and March 2008 |
| <ul style="list-style-type: none"> <li>SA objectives are clearly set out and linked to indicators and targets where appropriate.</li> </ul>  | Scoping Reports and Section 2.5         | Cambridge City Council, South Cambridgeshire District Council and Scott Wilson | 2005, September 2007 and March 2008 |
| <ul style="list-style-type: none"> <li>Links with other related plans, programmes and policies are identified and explained.</li> </ul>  | Scoping Reports, Section 2.2 and App II | Cambridge City Council, South Cambridgeshire District Council and Scott Wilson | 2005, September 2007 and March 2008 |
| <ul style="list-style-type: none"> <li>Conflicts that exist between SA objectives, between SA and plan objectives, and between SA and other plan objectives are identified and described.</li> </ul> | Section 3.2 and Appendix IV             | Scott Wilson   | September 2007/March 2008           |
| <b>Scoping</b>   |   |  |                                     |
| <ul style="list-style-type: none"> <li>The environmental consultation bodies are consulted in appropriate ways and at appropriate times on the content and scope of the SA Report.</li> </ul>        | Scoping Reports                         | Cambridge City Council, South Cambridgeshire District Council                  | 2005                                |
| <ul style="list-style-type: none"> <li>The appraisal focuses on significant issues.</li> </ul>   | Section 2.5 and 2.6                     | Scott Wilson   | September 2007                      |

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| <ul style="list-style-type: none"> <li>Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit.</li> </ul>                 | Scoping Reports and Section 3.12               | Cambridge City Council, South Cambridgeshire District Council and Scott Wilson | 2005, September 2007 and March 2008    |
| <ul style="list-style-type: none"> <li>Reasons are given for eliminating issues from further consideration.</li> </ul>   | Scoping Reports, Sections 2 & 3 and Appendix V | Cambridge City Council, South Cambridgeshire District Council and Scott Wilson | 2005, July / September 2007/March 2008 |
| <b>Options/Alternatives</b>  |  |  |  |
| <ul style="list-style-type: none"> <li>Realistic alternatives are considered for key issues, and the reasons for choosing them are documented.</li> </ul>                                  | Issues & Options Paper and Section 3.3         | Cambridge City Council, South Cambridgeshire District Council                  | 2006-July 2007                         |
| <ul style="list-style-type: none"> <li>Alternatives include 'do nothing' and/or 'business as usual' scenarios wherever relevant</li> </ul>   | Section 3.5                                    | Scott Wilson   | September 2007 & March 2008            |
| <ul style="list-style-type: none"> <li>The sustainability effects (both adverse and beneficial) of each alternative are identified and compared</li> </ul>                                 | Sections 3.5, 3.6 and 3.7 and Appendix V       | Scott Wilson   | September 2007 & March 2008            |
| <ul style="list-style-type: none"> <li>Inconsistencies between the alternatives and other relevant plans, programmes or policies are identified and explained.</li> </ul>                  | Sections 3.5, 3.6 and 3.7, 3.8 and Appendix V  | Scott Wilson   | September 2007 & March 2008            |
| <ul style="list-style-type: none"> <li>Reasons are given for selection or elimination of alternatives.</li> </ul>  | Preferred Options Report and Section 3.3       | Cambridge City Council, South Cambridgeshire District Council                  | July / September 2007                  |
| <b>Baseline information</b>  |  |  |  |
| <ul style="list-style-type: none"> <li>Relevant aspects of the current state of the environment and their likely evolution without the plan are described.</li> </ul>                      | Scoping Reports, Section 2.3 and App III       | Cambridge City Council, South Cambridgeshire District Council                  | 2005                                   |
| <ul style="list-style-type: none"> <li>Characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan</li> </ul> | Scoping Reports and                            | Cambridge City Council, South  | 2005                                   |

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| area where it is likely to be affected by the plan where practicable.   | Section 2                             | Cambridgeshire District Council |                                   |
| <ul style="list-style-type: none"> <li>Difficulties such as deficiencies in information or methods are explained.</li> </ul>  | Scoping Reports and Section 3.12      | Scott Wilson                    | 2005, September 2007 & March 2008 |
| <b>Prediction and evaluation of likely significant effects</b>  |                                       |                                 |                                   |
| <ul style="list-style-type: none"> <li>Likely significant social, environmental and economic effects are identified, including those listed in the SEA Directive (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape), as relevant.</li> </ul> | Section 3, Appendix IV, V, VI & VII   | Scott Wilson                    | September 2007/March 2008         |
| <ul style="list-style-type: none"> <li>Both positive and negative effects are considered, and where practicable, the duration of effects (short, medium or long-term) is addressed.</li> </ul>  | Appendix IV, V, VI & VII              | Scott Wilson                    | September 2007 & March 2008       |
| <ul style="list-style-type: none"> <li>Likely secondary, cumulative and synergistic effects are identified where practicable.</li> </ul>  | Section 3.8, Appendix IV, V, VI & VII | Scott Wilson                    | September 2007 & March 2008       |
| <ul style="list-style-type: none"> <li>Inter-relationships between effects are considered where practicable.</li> </ul>   | Section 3.8, Appendix IV and V        | Scott Wilson                    | September 2007 & March 2008       |
| <ul style="list-style-type: none"> <li>Where relevant, the prediction and evaluation of effects makes use of accepted standards, regulations, and thresholds.</li> </ul>  | Section 3, Appendix IV, V, VI & VII   | Scott Wilson                    | September 2007 & March 2008       |
| <ul style="list-style-type: none"> <li>Methods used to evaluate the effects are described.</li> </ul>   | Section 3.4                           | Scott Wilson                    | September 2007 & March 2008       |
| <b>Mitigation measures</b>  |                                       |                                 |                                   |
| <ul style="list-style-type: none"> <li>Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan are indicated.</li> </ul>  | Section 3.10                          | Scott Wilson                    | September 2007 & March 2008       |
| <ul style="list-style-type: none"> <li>Issues to be taken into account in development consents are identified.</li> </ul>   | NA                                    | NA                              | NA                                |
| <b>The Sustainability Appraisal Report</b>  |                                       |                                 |                                   |
| <ul style="list-style-type: none"> <li>Is clear and concise in its layout and presentation.</li> </ul>  | NTS and this report                   | Scott Wilson                    | September 2007                    |
| <ul style="list-style-type: none"> <li>Uses simple, clear language and avoids or explains technical terms.</li> </ul>   | NTS and this report                   | Scott Wilson                    | September 2007                    |
| <ul style="list-style-type: none"> <li>Uses maps and other illustrations where appropriate.</li> </ul>  | Scoping Reports, NTS and this report  | Scott Wilson                    | September 2007                    |
| <ul style="list-style-type: none"> <li>Explains the methodology used.</li> </ul>  | Section 3.4                           | Scott Wilson                    | September 2007                    |

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|   |                                      |  | & March 2008                               |
| <ul style="list-style-type: none"> <li>Explains who was consulted and what methods of consultation were used.</li> </ul>  | Sections 1.3 and 1.5 and forthcoming | Cambridge City Council, South Cambridgeshire District Council and Scott Wilson | September 2007, March 2008 & forthcoming   |
| <ul style="list-style-type: none"> <li>Identifies sources of information, including expert judgement and matters of opinion.</li> </ul>   | Sections 3.4 and 3.12                | Scott Wilson   | March 2008                                 |
| <ul style="list-style-type: none"> <li>Contains a non-technical summary.</li> </ul>   | NTS                                  | Scott Wilson   | March 2008                                 |
| <b>Consultation</b>   |                                      |  |  |
| <ul style="list-style-type: none"> <li>The SA is consulted on as an integral part of the plan-making process.</li> </ul>  | Section 1.5, 4.1 & forthcoming       | Cambridge City Council, South Cambridgeshire District Council and Scott Wilson | September 2007, March 2008 and forthcoming |
| <ul style="list-style-type: none"> <li>The consultation bodies, other consultees and the public are consulted in ways which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and SA Report.</li> </ul> | Forthcoming                          | Forthcoming  | Forthcoming                                |
| <b>Decision-making and information on the decision</b>  |                                      |  |  |
| <ul style="list-style-type: none"> <li>The SA Report and the opinions of those consulted are taken into account in finalising and adopting the plan.</li> </ul>   | Forthcoming                          | Forthcoming  | Forthcoming                                |
| <ul style="list-style-type: none"> <li>An explanation is given of how they have been taken into account.</li> </ul>   | Forthcoming                          | Forthcoming  | Forthcoming                                |
| <ul style="list-style-type: none"> <li>Reasons are given for choices in the adopted plan, in the light of other reasonable options considered.</li> </ul>   | Forthcoming                          | Forthcoming  | Forthcoming                                |
| <b>Monitoring measures</b>  |                                      |  |  |
| <ul style="list-style-type: none"> <li>Measures proposed for monitoring are clear, practicable and linked to the indicators and objectives used in the SA.</li> </ul>   | Section 3.11 and forthcoming         | Scott Wilson   | September 2007, March 2008 and forthcoming |
| <ul style="list-style-type: none"> <li>Monitoring is used, where appropriate, during implementation of the plan to make good deficiencies in baseline information in the SA.</li> </ul>   | Forthcoming (AMR)                    | Cambridge City Council and South Cambridgeshire District Council               | Forthcoming                                |
| <ul style="list-style-type: none"> <li>Monitoring enables unforeseen adverse effects</li> </ul>   | Forthcoming                          | Forthcoming  | Forthcoming                                |

|   |                              |              |                                |
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| to be identified at an early stage (These effects may include predictions which prove to be incorrect.)                   |                              |              |                                |
| <ul style="list-style-type: none"><li>Proposals are made for action in response to significant adverse effects.</li></ul> | Section 3.10 and forthcoming | Scott Wilson | September 2007 and forthcoming |