

For office use only
Agent number:
Representor number:
Representation number:



Draft North East Cambridge Area Action Plan Consultation 2020 Response Form

How to use this form

If you are able to, please comment online at www.greatercambridgeplanning.org/nec. You can comment on part or all of the Draft Area Action Plan online, and your response can be analysed more quickly and efficiently if you do so.

If you wish to comment using this form, please note we will transcribe all your responses into our online consultation system, and they will be published as part of our consultation feedback.

There are three parts to this form. Please fill in the form electronically or in black ink.

All comments must be received by **5pm on Monday 5 October 2020**. Thank you for taking the time to respond to this consultation.

Part A – Your details

- We ask for your name and postal address because the Councils must comply with national regulations for plan-making. We also ask for contact details but it is optional for you to give these. Please be aware that if you do not provide contact details and 'opt-in' to future notifications, we will not be able to notify you of the future stages of the North East Cambridge Area Action Plan.
- Your name will be published alongside your representations on our website, but your email address, address and phone numbers will not.

Part B - Response to the ten big questions

- This section asks you to answer ten important questions about the Area Action Plan. You can answer some or all.
- Each question has a multiple choice answer and the opportunity to add further comments.

Part C – Comments on specific policies and supporting documents

- You can comment on specific policies in the draft Area Action Plan, and on the draft Sustainability Appraisal, draft Habitats Regulations Assessment and draft Policies Map.
- Please copy this part of the form as many times as you require. You should complete a separate response for each policy or supporting document you wish to comment on.

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or nec@greatercambridgeplanning.org

Part A – Your Details

Please note that we cannot formally register your comments without your name and postal address, because the Councils must comply with national regulations for plan-making.

We also ask for contact details but it is optional for you to give these.

If you do not provide contact details and 'opt-in', we will not be able to notify you of the future stages of the North East Cambridge Area Action Plan.

Name:	James Littlewood	Agent's name: (if applicable)
Name of organisation: (if applicable)	Cambridge Past Present Future	Name of Agent's organisation: (if applicable)
Address:	Wandlebury Country Park Gog Magog Hills Cambridge	Agent's Address:
Postcode:	CB22 3AE	Postcode:
Email (optional):	████████████████████	Email (optional):
Telephone (optional):	████████████████████	Telephone (optional):

Signature:	Date:
If you are submitting the form electronically, no signature is required.	

Data Protection

We will treat your data in accordance with our [Privacy Notice](#). Information will be used by South Cambridgeshire District Council and Cambridge City Council solely in relation to the North East Cambridge Area Action Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Comments, including your name, are published on our website, but we do not publish your address or contact details. **By submitting this response form you are agreeing to these conditions.**

The Councils are not allowed to automatically notify you of future consultations unless you 'opt-in'. Do you wish to be kept informed about future planning consultations run by the Greater Cambridge Planning Service on behalf of Cambridge City Council and South Cambridgeshire District Council?

Please tick: Yes No

Part B – Response to the ten big questions

1. What do you think about our vision for North East Cambridge?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

- The degree of innovation in the vision is welcome.
- The dense, legalistic and complex documentation is not inviting or readily understandable for the vast majority of people. The vision is also poorly illustrated, requiring the reader to mentally superimpose multiple 2D thematic maps to build a complete picture. When can the public see an interactive 3D rendering of the complete site to give people a clearer understanding of what is proposed?
- There is no translation of business/industrial floor space to land area take, making it difficult to assess the true density of the housing proposed.
- The use of dwellings per hectare without stating the average occupancy rate also makes it difficult to determine the true living density. Government advice is:
“Dwellings per hectare, used in isolation, can encourage particular building forms over others, in ways that may not fully address the range of local housing needs. ... It is therefore important to consider how housing needs, local character and appropriate building forms relate to the density measures being used.”
<https://www.gov.uk/guidance/effective-use-of-land>
- The boundary of the AAP is somewhat arbitrary. There is no clear justification for excluding Chesterton Fen, which is mooted as a compensatory site for a nature reserve. This development offers a unique, possibly the only, opportunity to invest in Chesterton Fen to address longstanding problems of access and land use.
- Given the aspiration for high-density living, it makes little sense to exclude housing from the relatively low-density Science Park. Without housing, the open space in the Science Park will continue to be underused and open spaces to the east of Milton Rd overused.
- The proposed local centre at the western end of the Science Park could include a gradual introduction of housing along its southern edge, integrating it into Kings Hedges.
- It would also draw people to use the Science Park land more if it included social and cultural amenities, and land was reserved here for a secondary school. This could also help justify investment in a barrier-free pedestrian/cycle link between the two sides of Milton Rd.
- Who will be the developer(s)? How will the planning authority ensure that commercial developers do not use viability assessments to reduce commitments agreed in the final action plan for social housing, public amenities and open space?
- The draft AAP merely creates a flexible regulatory framework which the market could easily manipulate, with a consequent dilution of the ambitions. We very strongly believe that serious consideration should be given to establishing a special purpose vehicle, perhaps a locally controlled Development Corporation, to ensure that the vision for the area is carried through and properly co-ordinated and funded.

2. Are we creating the right walking and cycling connections to the surrounding areas?

Yes, completely

Mostly yes

Neutral

Mostly not

Not at all

- Improving permeability to the south, through Cambridge Business Park and Nuffield Rd business park, is a welcome and important element of the plan.
- A pedestrian/cycle-friendly crossing of Milton Rd is needed, but it is unclear whether a bridge is the answer: the land take will be large to create a comfortable incline at both sides, and sufficient vehicle clearance. More detail of options needs to be examined and discussed.
- The proposed cycle/footbridge over the railway to Chesterton Fen should be a road bridge to replace the problematic level crossing on Fen Rd. The latter can then be converted into a cycle/footway underpass, resolving a weak link in the Chisholm Trail (which relies on a small cut-through between Fen Rd and the towpath).

3. Are the new 'centres' in the right place and do they include the right mix of activity?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

- Industrial units and the aggregates railhead should not be at the heart of the development. It will create a hazardous and unwelcome mix of traffic on the main residential access road. Far better would be to relocate these to the north-east corner of the site and/or create a separate industrial access road alongside the A14 from the north end of Cowley Rd.
- If the industrial uses are moved to the north-east corner, then housing currently assigned there can move away from the A14 and enjoy lower noise and air pollution.
- Is there a risk that the noise barrier will reflect more sound back towards Milton Country Park?

4. Do we have the right balance between new jobs and new homes?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

- Clarity is needed on how the 8,000+ new homes and 20,000 new jobs fit within the envelope of the Local Plans (33,500 new homes and 44,100 new jobs between 2011 and 2031).
- The “Preferred approach” in the *Skills, Training & Local Employment Topic Paper* states, “The North East Cambridge development is likely to bring 10,000 to 15,000 new jobs through a mix of employment opportunities supporting local residents and the Greater Cambridge economy.” So, where does the 20,000 new jobs come from?
- Already 15,400 new jobs have been created in Greater Cambridge (ONS data). At least another 34,000 are planned *excluding* NEC. This estimate includes (see Appendix C for sources):
 - Biomedical Campus (5,000 estimated of 8,750 expected to be delivered between 2017 and 2031)
 - North West Cambridge (3,000 in 100,000m²)
 - West Cambridge (5,000 in 170,000m²)
 - Wellcome Genome Campus (4,330 in 146,832m²)
 - Babraham Institute (400 in 10,000m²)
 - Granta Park (1,700 @ 32.5 m²/person in 55,463m²)
 - Peterhouse Technology Park (1,900 @ 15m²/person in 28,000m²)
 - 104–112 Hills Rd, Cambridge (2,500 in 26,674m²)
 - Northstowe (6,000 – 2020 Economic Development Strategy)
 - Waterbeach New Town (4,000 @ 10m² / person in 24,800m² + 15,000m²)
 - Huawei, Sawston (350+ in 9,500 m²)
- With 20,000 new jobs at NEC, the total projection exceeds 69,000 jobs, compared with 44,100 in the Local Plans. The housing requirement for those jobs is around 55,000, i.e. over 20,000 more than currently planned for.
- The 8,350 homes planned for NEC are expected to accommodate about 18,000 people, of whom about 10,500 will be in employment ([69.5% of Cambridge residents are aged 16–64](#), and [83% of them are economically active](#)), some self-employed. The addition of 20,000 new jobs at NEC will therefore create at least 9,500 new jobs for which housing will be required elsewhere. In other words, this development will *increase*, not *decrease* overall demand for housing, exacerbating an already acute and worsening housing shortage in Greater Cambridge.
- If NEC is to have only a neutral impact on housing demand, the number of new jobs should not exceed 10,500. How many workplaces that equates to must take into account realistic predictions for self-employment, home-working, remote-working, and hot-desking.
- Connected to this point, since most housing cannot be delivered until the water treatment plant is decommissioned and there is no such impediment to building most of the new employment places, we recommend phasing the build-out of both employment and housing land parcels to maintain balance in the housing demand.

5. Are we are planning for the right community facilities?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

- Retail provision is well defined.
- Detail is needed about the outdoor sports and play facilities that will be provided on the sites of the three or four schools.
- There needs to be clarity on whether and where a GP surgery and pharmacy will be provided on-site.
- The high proportion of flats within the new development is likely to create a higher demand for allotments than the Local Plan standard of 0.4ha/1,000 population.
- It is proposed that much of the demand for open space, sporting and other public amenities will be provided off-site. Relatively little provision is being made on-site that will also address deficiencies elsewhere in the city (e.g. swimming pools). This policy has significant implications for the quality of life of current and future residents of the city. There will be transport implications too, as more people will be inclined to drive to amenities that are beyond a comfortable walking distance. Both implications need to be examined fully.
- There is a concern that the plans will become overly prescriptive, resulting in a sterile, soulless living environment. The developments around Cambridge station and now emerging at Cambridge North station are examples that must not be repeated here: a meanness of public space, social segregation (in particular the Warren Close triangle), poor functional design, architectural incoherence, and a general lack of human-scale craftsmanship.
- Living and working patterns are evolving rapidly. Post-COVID, home-working is likely to remain popular, but there will need to be greatly increased provision for remote-working in serviced offices and multifunctional spaces. It is essential that the Action Plan is contemporary with contemporary social trends and flexible enough to accommodate unforeseen changes over the 20 years of the build-out.
- Given the high degree of uncertainty about climate adaptation and social trends over the next few decades, the Action Plan must promote highly adaptable designs of buildings and spaces.

6. Do you think that our approach to distributing building heights and densities is appropriate for the location?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

- The 8,000 additional homes proposed is a “minimum”, implying more may be added.
- We understand that the [Housing Infrastructure Fund](#) grant to enable the relocation of the water treatment plant is conditional on building this quantity of housing. That creates an unwanted pressure that could lead to overdevelopment of this land.
- The population of Milton is estimated at a little under 5,000 in approximately 100 hectares, a density of 50 people per hectare.
- The land proposed for redevelopment is approximately 84 hectares (excluding Cambridge North station and Milton Rd garage). It is proposed it will accommodate 8,250 dwellings (including beyond the plan period). At the dwelling occupancy rate of East Chesterton, Arbury and King’s Hedges (2.3 people/dwelling – 2011 Census), that would accommodate 19,000 people at a density of 226 per hectare. Once inaccessible and industrial (B2 and B8) land is excluded, the density will be higher still. Camden has a density of 109 people/ha (see Figure 13). How is it plausible to propose double that for NEC?
- The justification for building up to 13 storeys “to create a visual focus” is weak. Precedent studies show that 5-6 storey buildings work well as a perimeter ‘mansion block’ with a shared internal garden. 8 storeys should be the absolute maximum. Building higher implies a tower block typology, for which there is no successful precedent in Cambridge.
- These building heights will set a precedent for other developments, which are already pushing for heights that are out of keeping with Cambridge’s distinctly urban-rural character.
- It is unclear whether any assessment has been made of the impact of proposed building heights on significant views. We have concerns about views from the River Cam floodplain and Fen Ditton, where the topography is flat and buildings of low heights, apart from church spires. The landscape and views are primarily fields and trees but this is being harmed by the Cambridge North Station development currently under construction (7 storeys) – see photographs in Appendix B. For this reason, building heights should be restricted and analysis is required as to where on the site the impact on important views might be greatest – which should influence the location of building heights.
- The proposed housing densities were decided pre-COVID-19. The implications of this and future pandemics on longer-term living and working patterns needs to be analysed carefully. If the conclusion is that, for instance, homes need to include space for a home-office and residents need access to more public open space, this must be factored into the design density.

7. Are we planning for the right mix of public open spaces?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

- Is it appropriate to use urban design standards of Cambridge city (2.2 ha per 1,000 pop) rather than South Cambridgeshire (3.2 ha/1,000), given this site borders the Green Belt?
- The Cambridge City Local Plan open space standards require 2.2 ha/1,000, or around 40 hectares for NEC. If South Cambridgeshire's open space standard (3.2 ha/1,000 population) were applied, the requirement would be for 59 hectares.
- Neither standard includes allowance for the needs of the working population (e.g. during lunch breaks and for post-work socialising).
- The Open Space Topic Paper bases most calculations on a population of 16,236, but, in the same document a population of 17,891 in 8,400 homes is given. It seems therefore that all the open spaces calculations need to be uplifted (see Figure 7).
- It appears to be largely undecided how the open space requirements will be satisfied.
- The AAP proposes just 9.6 hectares as a linear and triangular park (see Figure 6), which will provide less amenity, e.g. to play informal sports, than recreation grounds elsewhere in Cambridge, e.g. Nun's Way (4.5ha), Coleridge (5ha), Romsey (2.5ha).
- In such a dense development there will be a need for a significant large open space, which will not be served by linear and triangular parks.
- The needs of teenagers and young adults in particular appear to be poorly served.
- Residents in the south-west quadrant of NEC will have poor access to open space.
- Where is the evidence that "enhancing" off-site provision of green space, e.g. at Milton Country Park, will increase their capacity sufficiently to accommodate demand from NEC residents without overburdening the local ecology?
- It is wholly unjustifiable to count Milton Country Park (approx. 32ha) towards NEC's open space requirement as it is already frequently at full capacity during busy periods.
- The AAP also acknowledges that MCP and other Milton amenities are too remote for use by child residents of NEC: *"North of NEC, Milton Country Park and Milton Village have several existing sport and leisure facilities. Whilst access to these facilities will be improved through a new underpass under the A14, these are not considered sufficiently accessible for children to access from NEC."*
- Chesterton Fen is ruled out as potential recreational land: *"Due to the potential for flooding, the Chesterton Fen area will not be considered as part of any calculation for formal recreational provision."* However, Logan's Meadow also floods but provides a valuable space for walking and recreation for local residents. Further consideration should be given to whether Chesterton Fen can provide additional recreation space as well as a wetland nature reserve.
- If off-site provision is required then, as well as providing new public open space in the surrounding area, consideration could also be given to drawing some existing visitors away from Milton Country Park to other locations, e.g. new Sports Lake Country Park or adding similar amenities, attractions and activities at other country parks in northern Cambridge, in particular at Darwin Green. That could allow MCP to accommodate more people from NEC.
- What actions arise from this statement in Policy 8: *"For non-strategic open space*

8. Are we doing enough to improve biodiversity in and around North East Cambridge?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

- We believe the policies set out in the AAP are sound and comply with the latest thinking on biodiversity and development.
- Ecological disturbance of surrounding areas caused by increased population pressure is mentioned but insufficiently examined in the AAP.
- When applying a biodiversity matrix, levels of disturbance increase the amount of compensatory habitat required because existing habitat quality will be reduced by human disturbance. Natural England has developed an alternative measure for situations where there are recognised recreational pressures on designated nature conservation sites: the [Suitable Alternative Natural Green Spaces](#) (SANGS) measure suggests that natural greenspaces should be provided at a level of 8ha per 1,000 population. Here, that would entail a new natural green space of at least 10ha. The proposed new nature reserve at Chesterton Fen would be just 26ha.
- SANGS includes a range of other recommendations as to the minimum size and characteristics of natural greenspaces for them to effectively act as alternatives to vulnerable nature conservation sites. While this approach was originally developed for internationally important heathland sites, it is starting to be more widely used.
- The AAP recommends a S106 agreement to fund the creation of a wetland nature reserve on Chesterton Fen. Is this realistic? How much will the land acquisition and landscaping cost? How much of that could a S106 agreement be expected cover? What additional funding sources will be used? We would prefer to see this area included in the AAP and subject to a local Development Corporation which would have the ability to implement it.
- The AAP acknowledges that at least some of the 10% net gain in biodiversity will have to 'outsourced', but no further detail is provided.

9. Are we doing enough to discourage car travel into this area?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

- The proposed street hierarchy is good, provided it extends to the outer junctions of the development where, in the past, designs have tended to default to maximising capacity and priority for motor vehicles (e.g. Eddington and Darwin Green junctions with Huntingdon Rd and Madingley Rd).
- The use of contemporary data on car parking requirements is largely irrelevant to planning a net-zero development, which will require very different styles of living.
- 0.5 parking spaces per dwelling implies that private car ownership will continue to be the norm for 50% of resident families, couples and sole occupiers. It equates to approximately 4,000 additional cars in the city, sitting unused for, on average, [96.5% of the time](#). That is not efficient or sustainable.
- Car clubs and pools make more efficient use of far fewer cars. The development should be designed around active, public and shared transport, not private car ownership.
- How will a 'car-barn' (multi-storey car park) be kept safe and secure?
- As both technology, social attitudes and employment practices are all changing rapidly, it is imperative that NEC travel needs and options are reviewed regularly through the development of the action, outline and detailed plans.
- There need to be loading bays for deliveries, removals and private un/loading every 40–50m to ensure adequate availability and to eliminate obstructive parking in the carriageway, or on pavements or cycleways).
- Provision of a consolidation hub within the development for business and home deliveries is essential.
- Secure lockers, including refrigerated units, are needed within 100m of every front door to facilitate efficient and flexible home deliveries.
- Though we applaud and support the ambition of the 'trip budget' approach to maintaining current traffic levels, we do not believe its viability has been demonstrated theoretically or practically.
- None of the scenarios modelled in the Transport Evidence Base matches what is being proposed in the AAP (see Figure 10). Therefore, evidence is lacking that the 'trip budget' approach for redistributing road trip demand is viable in theory.
- Setting a ceiling of 4,185 parking spaces for around 32,000 workers (1 space per 7.6 workers) requires an action plan with teeth. Yet there appear to be no practical measures proposed for how to force *existing* sites to reduce parking provision and car trips, yet alone at a faster rate than new homes and offices create additional demand.
- The "*if possible*" qualification in the strategy (see Figure 11) is potentially fatal. What happens if existing occupiers of the science and business parks find that removing parking spaces hurts their ability to recruit? If that gives rise to resistance to continuing the phase-out or, worse, a demand to reinstate parking, where does that leave the viability of the unbuilt parts of NEC?
- It would be wholly unacceptable for parking to be relocated, say, to an expanded Milton P&R, or some other location in the green belt.

10. Are we maximising the role that development at North East Cambridge has to play in responding to the climate crisis?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

- Is BREEAM Excellent sufficiently ambitious and compliant with realistic carbon budgeting?
- With considerable research going into materials and construction techniques to reduce the carbon footprints of construction and operation of buildings, this needs to be reviewed regularly as the action plan evolves into detailed plans.
- Is the resilience level adequate given the accelerating frequency of exceptional storms, floods, heatwaves and droughts?
- Is the target consumption of 80 litres/person/day of treated water sufficiently ambitious? Can more be done to enable use of rainwater and greywater for non-drinking use?
- Who will be responsible for drawing up and delivering the site-wide energy masterplan?
- Even without the effects of climate change, the cumulative additional demand for water at this and developments already underway will far exceed the supply available from existing aquifers. The viability of this development depends, amongst other things, on funding being committed to develop sufficient new water sources.

Part C – Comments on specific policies and supporting documents

Document details:	
Which document are you commenting on? (please tick)	<input checked="" type="checkbox"/> Draft North East Cambridge Area Action Plan <input type="checkbox"/> Draft Sustainability Appraisal <input type="checkbox"/> Draft Habitats Regulation Assessment <input type="checkbox"/> Draft Policies Map
Policy or section of supporting document that you are commenting on (Please state and be as precise as possible)	
Is your comment (tick one):	<input type="checkbox"/> Support <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Object

Comments:

Please provide your response to the policy of part of the document you are commenting on. This box will automatically enlarge if you need more space.

Please copy this page for each policy or part of the document you are responding to.

In general, we are supportive of a development on this brownfield site rather than seeing green belt countryside used instead. NEC is also a very accessible site, served by rail, guided busway and cross city cycle routes and so providing development in this location makes sense. The key points on which we object to the Draft AAP are:

1. We believe that relying on landowners and developers to deliver the AAP is far too risky. That risk would be minimised if all the land to be redeveloped were transferred to a single owner, a development corporation in which the local authority is a controlling shareholder.
The lessons from CB1 must be learnt: agreements struck today with current landowners may be picked apart by future landowners and developers. The environment for residents in Great Northern Rd in particular is far inferior to that envisaged in the masterplan. Masterplans need to evolve to accommodate changing social, technical and environmental needs. But that risks opening up opportunities for developers to renegotiate planning parameters, constraints and obligations to the detriment of net social benefit.
2. The on-site provision of open space, sporting and recreational amenities is wholly inadequate for the number of homes proposed. The proposed 'outsourcing' lacks evidence that it is both viable and sufficiently accessible (e.g. the limited capacity of Milton Country Park and no location yet determined for a public swimming pool).
3. The "trip budget" plan for transferring car trips from the Science Park to the new development is hugely ambitious. However, it is not evidenced with an appropriate model, nor a plausible action plan for reducing car parking provision on existing sites.
4. The strategic case for relocating the Water Treatment Plant to free up land for housing must not automatically override the cost-benefit analysis and Environmental Impact Assessment.
5. The additional demand for treated water created by the new homes and offices in NEC must be matched by a funded and contemporaneously scheduled plan to supply that water sustainably.

Response from Cambridge Past, Present and Future

Completed response forms must be received **by 5pm on Monday 5 October 2020**. These can be sent to us either by:

Email: nec@greatercambridgeplanning.org or post, to:

Greater Cambridge Shared Planning
Cambridge City Council
PO Box 700
Cambridge CB1 0JH

Appendix A: Illustrations from Draft Action Plan & supporting documents

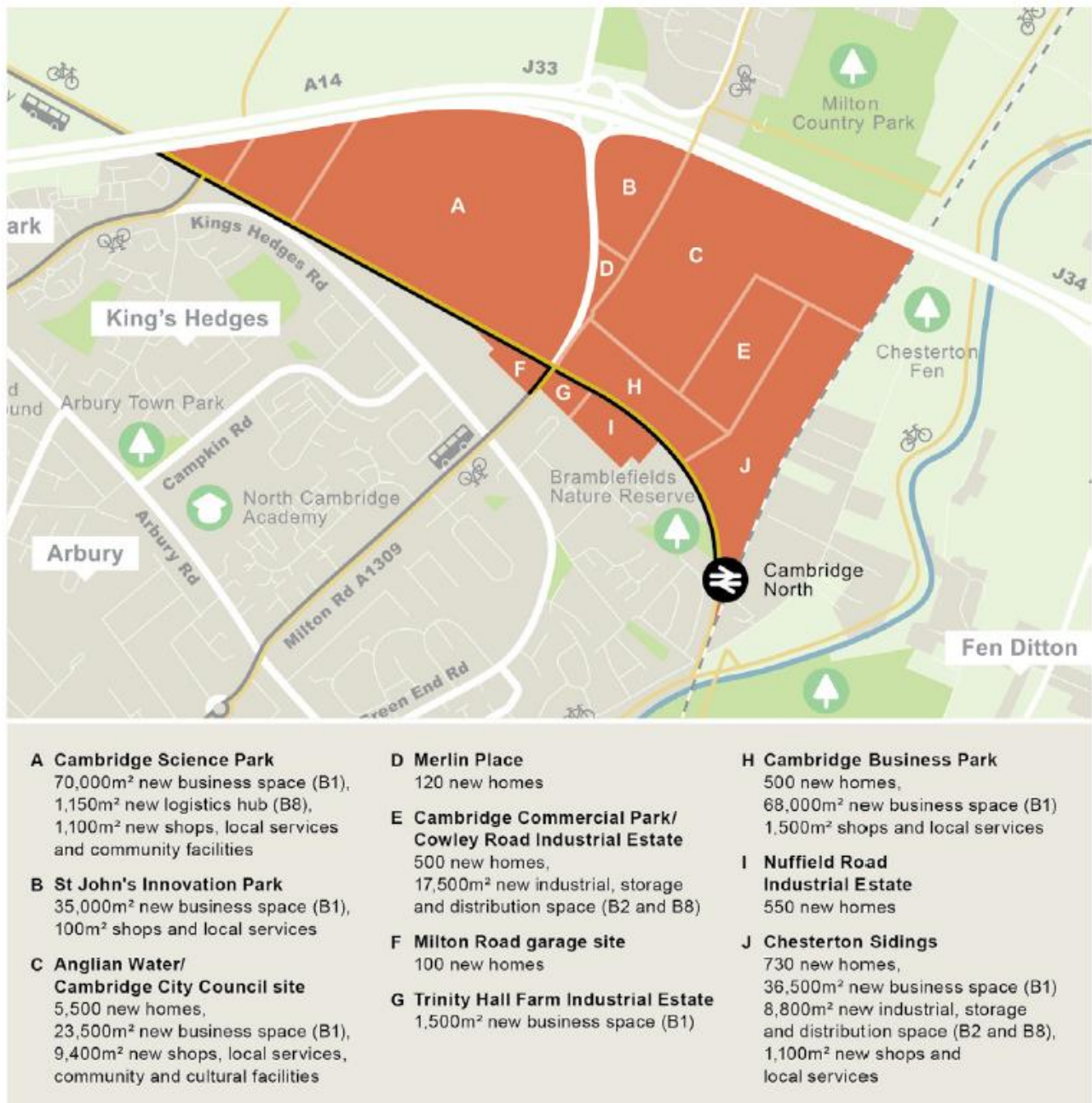


Figure 1: Land use allocations with the redevelopment area



Figure 2: Residential densities (averages include exclusively commercial land)

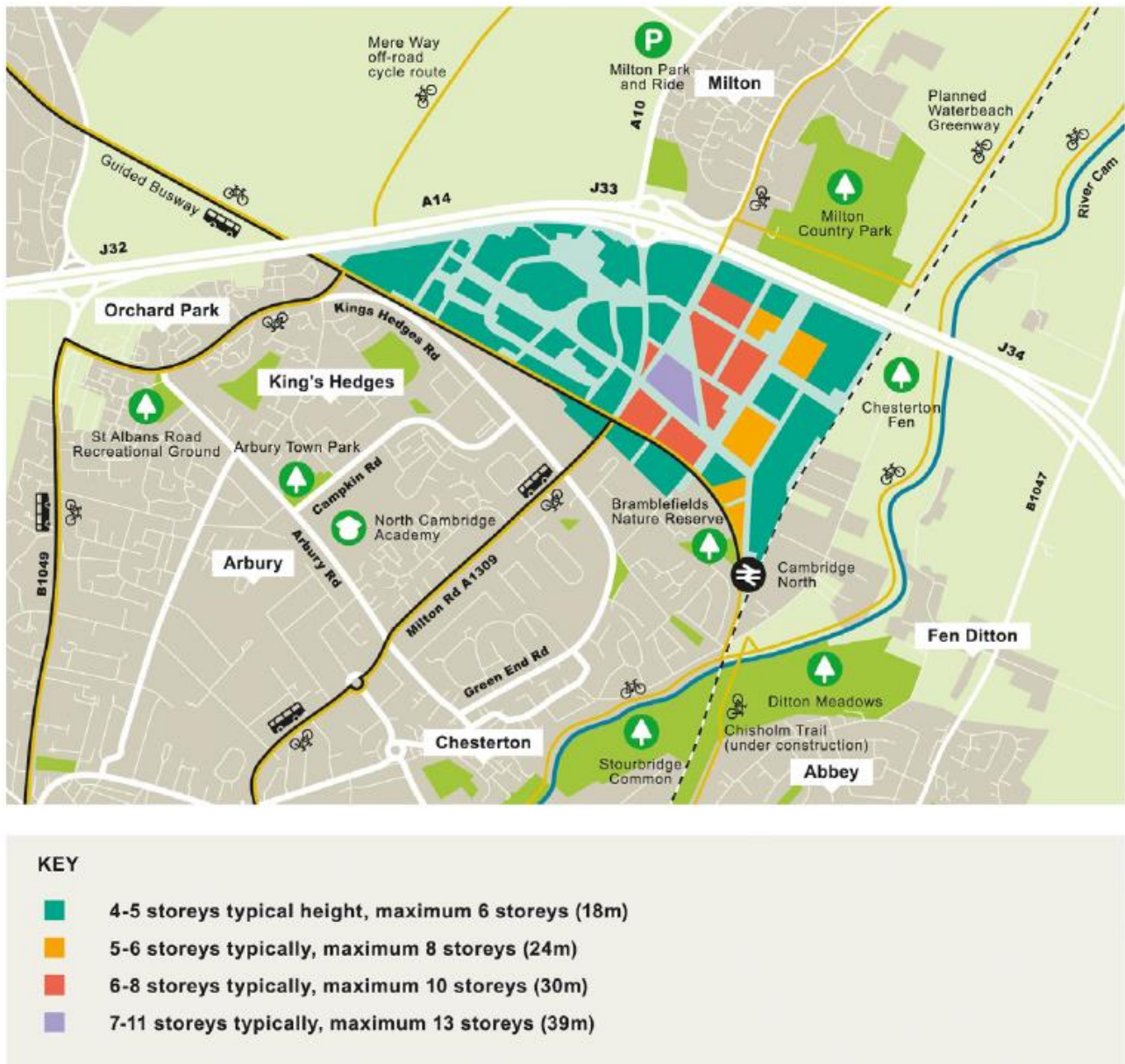


Figure 3: Proposed building heights

Response from Cambridge Past, Present and Future

Development Area	Residential Units	Employment M²	Retail M²	Community & Cultural M²	Industrial M²
Anglian Water / Cambridge City Council Site	5,500	23,500	3,700	5,700	0
Cambridge Business Park	500	68,000	1,500	0	0
Cambridge Science Park	0	70,000	1,000	100	1,150
Chesterton Sidings	730	36,500	1,000	100	8,800
St John's Innovation Park	0	35,000	100	0	0
Trinity Hall Farm Industrial Estate	0	1,500	0	0	0
Nuffield Road Industrial Estate	550	0	0	0	0
Cowley Road Industrial Estate	500	0	0	0	17,500
Merlin Place	120	0	0	0	0
Milton Road Car Garage	100	0	0	0	0
Cambridge Regional College	0	0	0	0	0
TOTAL	8,000	243,500	7,300	5,900	27,450

Figure 4: Delivery plan summary

Response from Cambridge Past, Present and Future













AREA	2020/25	2025/30	2030/35	2035/40	Plan Period	2040+	Total
 Anglian Water / Cambridge City Council Site		2,250	2,129	1,122	5,500		5,500
 Cambridge Business Park			500		500		500
 Cambridge Science Park (AAP)							
 Cambridge Science Park (Non-AAP)							
 Chesterton Sidings (AAP)		365	365		730	240	970
 Chesterton Sidings (Non-AAP)							
 St John's Innovation Park							
 Trinity Hall Farm Industrial Estate							
 Nuffield Road			275	275	550	110	660
 Cowley Road Industrial Estate			250	250	500		500
 Merlin Place				120	120		120
 Milton Road Car Garage				100	100		100
Cambridge Regional College							
TOTAL (units)		2,615	3,519	1,867	8,000	350	8,350

Figure 5: Phasing of housing delivery, including beyond the plan period

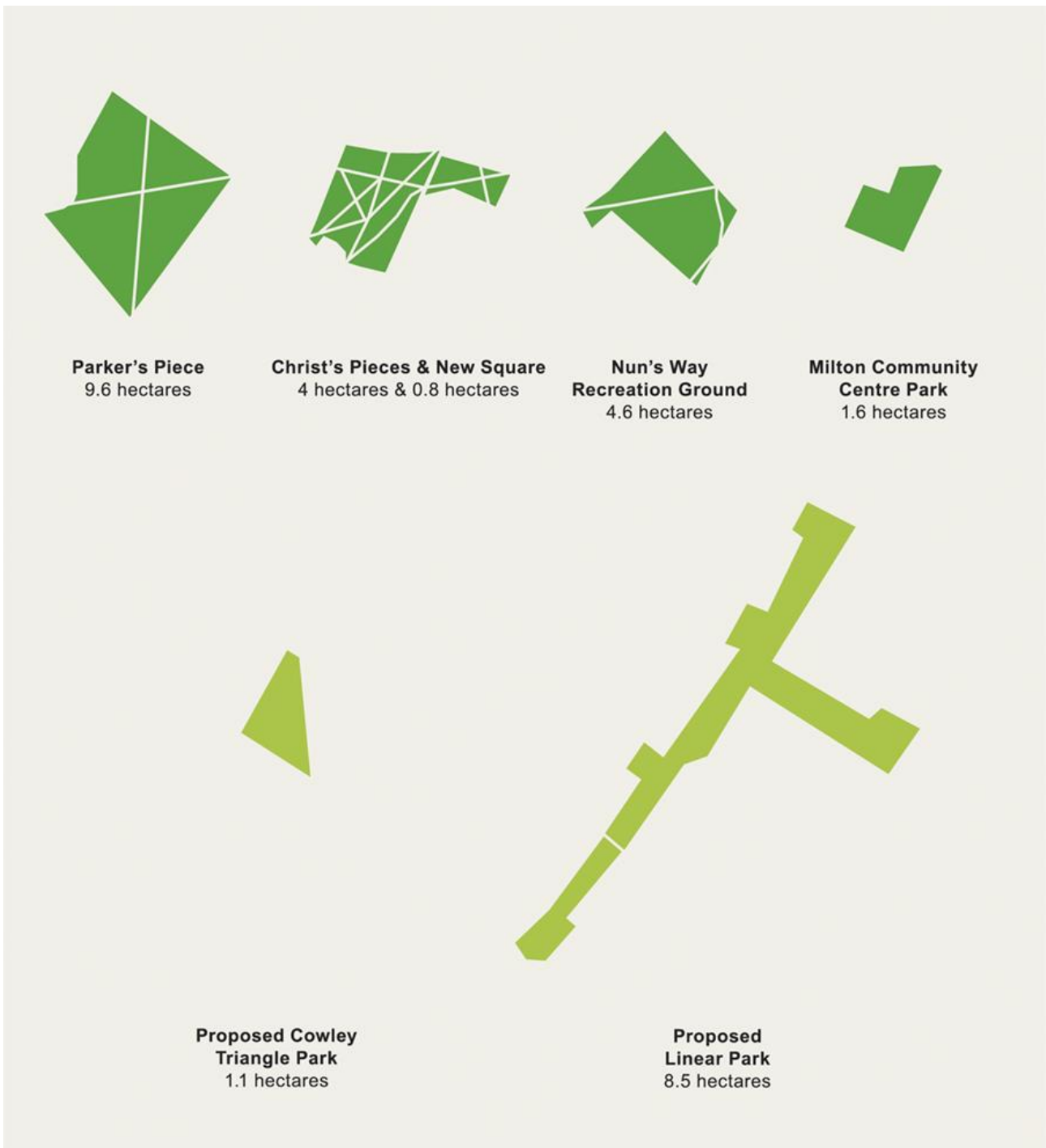


Figure 6: Illustration of proposed parks

	NEC	Southern Fringe
Population (approx.)	17,891	9,232
No. of dwellings	8,400	4,000
Open Space Typology	Hectares	Hectares
Formal outdoor provision (Playing pitches, Courts & Greens)	19.4	11
Informal open space	39.3	16.6
Equipped children's play areas:	1.1	2.7
Allotments	6.5	3.6
Total	66.3	33.9
Total per 1000 Pop	3.70	3.68

Figure 7: Comparative Summary of Open Space Provision between North East Cambridge and the Southern Fringe in Open Space Topic paper

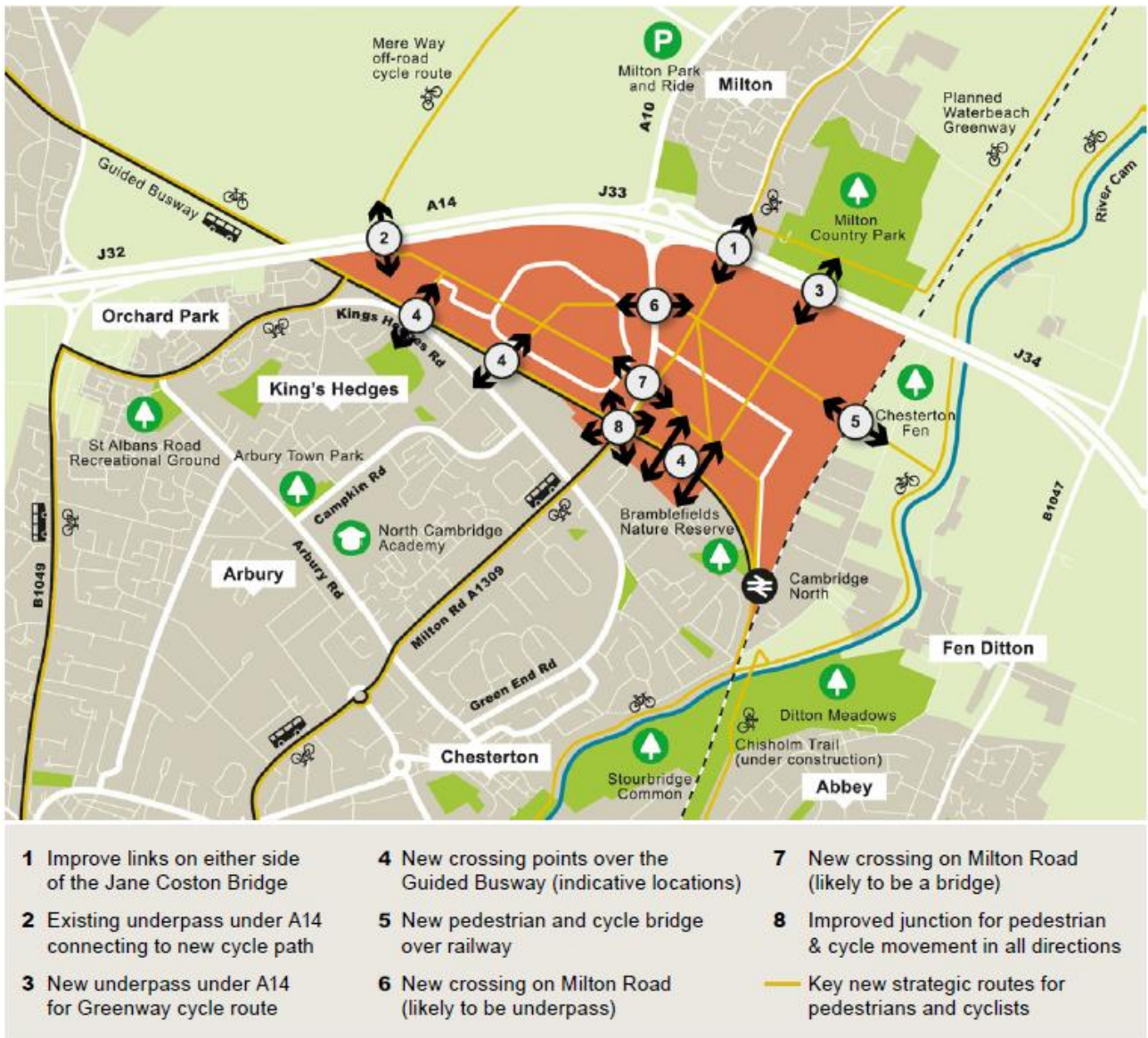
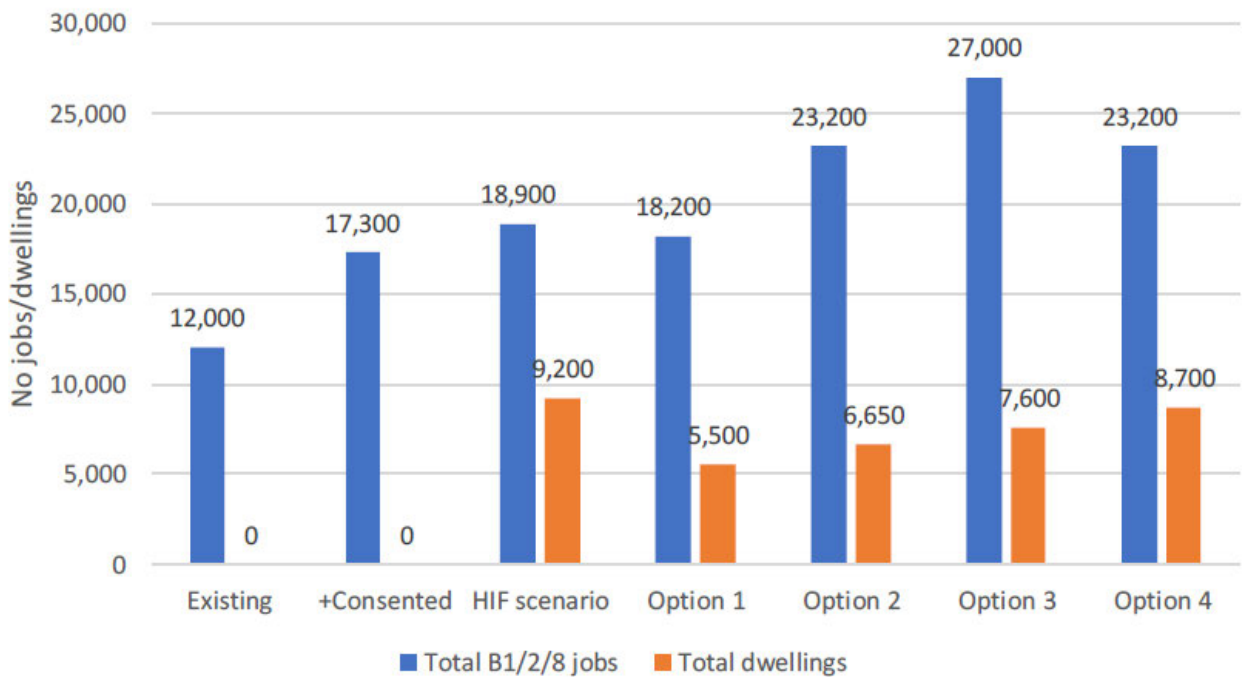


Figure 8: Connectivity



Figure 9: Location of schools and community facilities

Figure 23: Dwelling and estimated B1/B2 jobs summary per scenario



Source: Project Team / Mott MacDonald

Figure 10: Scenarios modelled in the Transport Evidence Base

This process gives rise to a range of between 1 space per 84 sqm and 1 space per 128 sqm depending on the scenario, which sit within the range of standards implemented elsewhere, and thus considered an acceptable ceiling. Importantly, however, these implied standards should be considered as maxima, and not targets in their own right, with lower levels of provision adopted wherever possible so that NEC can move towards becoming a less car dominated new urban quarter for Cambridge. Overall this analysis suggests that site-wide employment parking should not exceed 4,185 spaces but that through good design, non-car accessibility, promotion of non-car transport, and active management a lower level should be sought. A site-wide approach to managing and allocating employment-based car parking within this ceiling should be implemented to, **where possible**, reduce building-specific allocations and allow this to be balanced across the site.

Figure 11: Extract from Transport Evidence Base on employment-based parking

Appendix B: Supporting illustrations and data

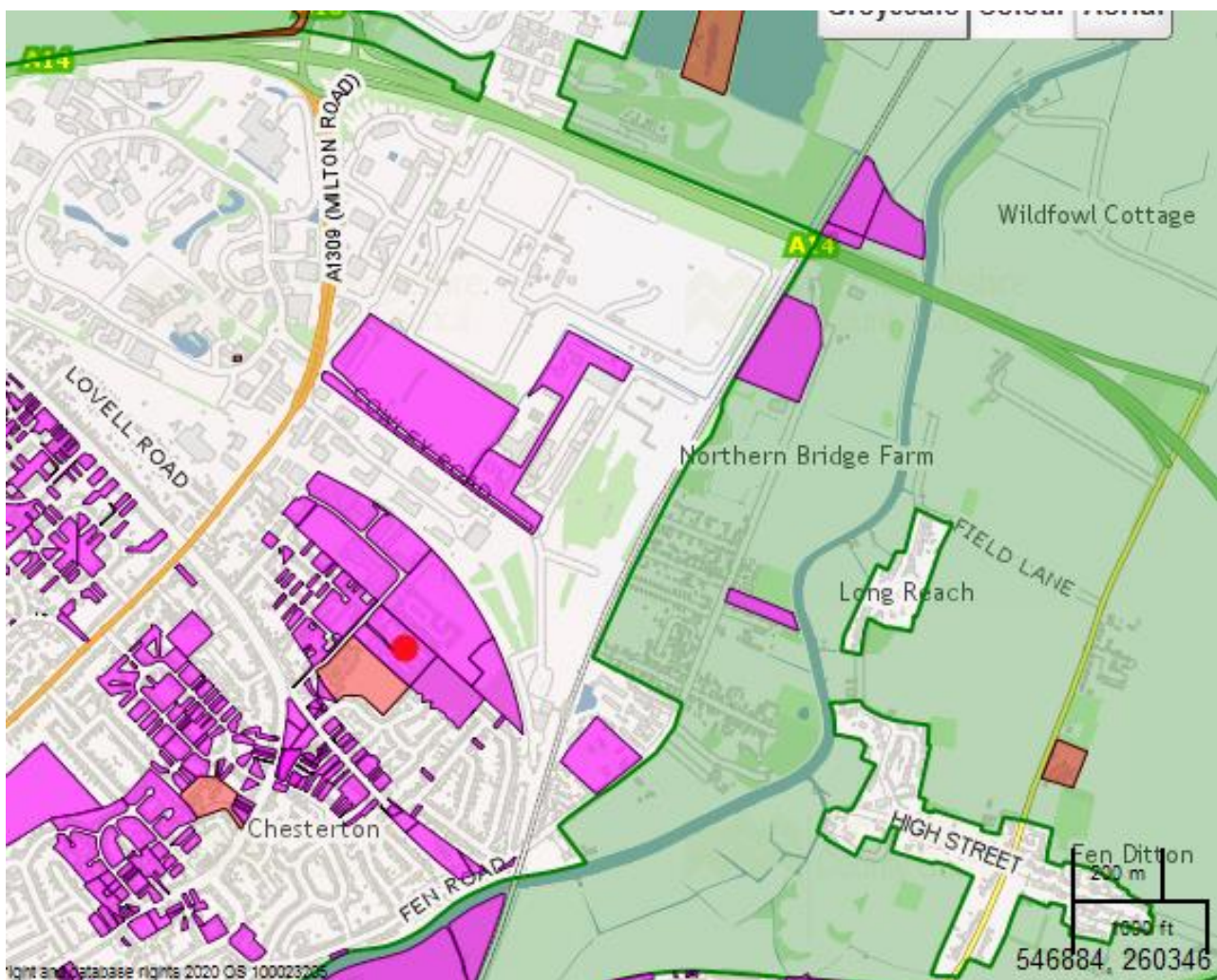


Figure 12: Map showing extent of Green Belt and publicly-owned assets

Response from Cambridge Past, Present and Future

City	Country	Population	Inland area in km ²	Density in people per hectare	Dwellings	Density in dwellings per hectare	People per dwelling	Approx city radius km	Main topographical constraint	Constraint
Greater London	England	8,663,300	1,572	55	3,454,490	22	2.5	23	Rivers	4%
Inner London	England	3,439,700	319	108	1,460,840	46	2.4	10	Rivers	5%
Outer London	England	5,223,500	1,254	42	1,993,660	16	2.6			
Paris	France	2,229,621	105	212	1,336,209	127	1.7	8	Rivers	2%
Lyon	France	500,715	48	105	265,599	55	1.9	7	Rivers	5%
Berlin	Germany	3,469,849	892	39	1,892,000	21	1.8	16	Rivers	6%
Madrid (City)	Spain	3,141,991	606	52	1,320,531	22	2.4	13	Mountains	12%
Barcelona	Spain	1,604,555	98	163	684,078	70	2.3	6	Coast and mountains	75%
Sevilla	Spain	693,878	141	49	268,435	19	2.6	7	Rivers	3%
New York (City)	United States	8,491,079	784	108	3,371,062	43	2.5	14	Coast and rivers	40%
Chicago	United States	2,722,389	590	46	1,194,337	20	2.3	13	Lake	45%
Boston	United States	617,594	125	49	272,481	22	2.3	6	Coast	30%
Rio de Janeiro (Municipality)	Brazil	6,476,631	1,200	54	2,467,000	21	2.6	18	Coast and mountains	75%
Belo Horizonte (Municipality)	Brazil	2,375,151	331	76	762,075	23	3.1	10	Mountains	45%
Singapore	Singapore	3,902,710	666	59	1,225,300	18	3.2	14	Coast	95%
Tokyo (Special Wards Area)	Japan	9,272,565	627	148	6,437,000	103	1.4	14	Coast and mountains	70%
Osaka (City)	Japan	2,691,742	225	120	1,634,100	73	1.6	8	Coast	20%

District	City	Population	Area in km ²	Pph	Dwellings	Dph	Ppd	Distance from centre in km
Camden	London	237,400	22	109	101,650	47	2.3	4.5
15 ^e arrondissement	Paris	240,723	9	283	126,696	149	1.9	4.0
8 ^e arrondissement	Lyon	76,323	7	114	38,162	57	2.0	4.0
Friedrichshain-Kreuzberg	Berlin	251,226	20	125	162,081	80	1.6	4.3
Tetuan	Madrid	155,649	5	289	64,854	121	2.4	4.8
Sant Andreu	Barcelona	142,598	7	217	59,011	90	2.4	4.3
La Macarena	Sevilla	78,585	4	180	40,830	94	1.9	2.0
Manhattan CB7	New York	207,699	5	380	120,655	221	1.7	4.9
Lincoln Park	Chicago	64,116	8	78	33,745	41	1.9	4.2
South Boston	Boston	62,817	8	79	30,013	38	2.1	3.6
Bukit Merah	Singapore	155,840	14	109	51,885	36	3.0	4.0
Taito	Tokyo	187,078	14	136	112,730	82	1.7	4.0
Joto	Osaka	165,643	8	197	75,895	90	2.2	4.7

Figure 13: Comparative densities of cities (Source: [Lessons from Higher Density Development](#))



Figure 14: View across Chesterton Fen to new hotel at Cambridge North Station



Figure 15: View from near A14 to new hotel at Cambridge North Station



Figure 16: View from B1047 towards new hotel at Cambridge North station

Appendix C: Other planned commercial developments

2.3.1. Planned Employment Growth At CBC

Planned growth on CBC up to 2026 will lead to an employment level of 26,000 jobs¹⁷. This level is 51% greater than the current level of 17,250¹⁸ jobs on site and a 16% increase above the 22,450 jobs identified in the Part 1 Report as being in place by 2022. No details beyond this number of jobs predicted are currently reported, therefore these figures have also been applied to the future scenario in 2031. These figures and the percentage change are presented in Table 1.

Table 1 - Planned Employment Growth at CBC up to 2031

Staff	Baseline 2017	2022	2031
Employment Level	17,250	22,450	26,000
Percentage Change from Baseline	-	+30%	+51%

Figure 17: Biomedical Campus Needs Review

Land Use	Academic Research (m ²)	Nursery (m ²)	Commercial research/ research institutes ² (m ²)	Shop, café, restaurant, pubic house (m ²)	Assembly & leisure (sports) (m ²)	Ancillary infrastructure (data centre, energy centre) (m ²)	Total proposed floorspace (m ²)
Use class	D1	D1	B1b/ sui generis	A1-A5	D2	Sui generis	
Development Zone I	Up to 77,000	Up to 1,500	Up to 21,900	Up to 1,000	0	0	Up to 77,000
Development Zone II	Up to 38,600	Up to 1,500	Up to 38,600	Up to 500	Up to 4,100	0	Up to 44,500
Development Zone III	Up to 178,400	Up to 1,500	Up to 51,700	Up to 1,500	0	Up to 2,000	Up to 182,100
Development Zone IV	Up to 104,000	Up to 1,500	Up to 104,000	Up to 1,500	0	Up to 2,000	Up to 110,500
Total Proposed Floorspace	Up to 370,000	Up to 2,500	Up to 170,000	Up to 4,000	Up to 4,100	Up to 5,700	Up to 383,300

Figure 18: West Cambridge Outline Planning Application (2017)

Zone 1 is a full application comprising a single 21,243m² (GEFA, excluding plant) Research and Development building (R&D) to the south the site (known as the Array Multiplex building) designed to be occupied by Illumina, who are the prospective tenant for that building.

Zone 2:- Outline Application (TWI Development Area)

Outline application for the erection of research and development buildings (Use Class B1 b) with a combined floor area up to 34,220m² (GEFA, excluding plant) including means of access (with the provision of an internal link road), strategic landscaping and associated infrastructure.

Figure 19: Granta Park Zones 1 and 2 planning statements (April 2015)

In summary, Northstowe will provide a significant amount of employment land and form a 'critical mass' of employment uses to attract new businesses. Employment in B-use floorspaces, flexible space that can be converted to office or light industrial uses estimated to provide around 2,058 to 2,289 new jobs at an equivalent of around 8.9 hectares of B-use employment land. When the full range of employment generating land uses is included there are anticipated to be between **5,747** and **6,109 jobs** in Northstowe which represents around 25% of the South Cambridgeshire Local Plan employment target (2011-2031).

Figure 20: Northstowe Economic Development Strategy (March 2020)

Development Description

Outline planning permission (with all matters reserved) is sought on behalf of RLW Estates for the following development:

- Up to 4,500 dwellings, primarily within use class Class C3, including up to 450 units within use Class C2 (care home/residential institution);
- Up to 9,000 sqm of retail use (Classes A1/A2/A3/A4/A5);
- Up to 24,800 sqm of B-class employment space (comprising up to 22,400 sqm B1a office and up to 2,400 sqm B1c/B8 light industrial/storage and distribution);

Figure 21: Waterbeach New Town east (May 2018)

In total the Completed Development is expected to accommodate an additional 4,330 FTE jobs on site. Approximately 4,040 of these jobs would be expected to be associated with research and translation activities accommodated by the proposed space. Due to the highly specialised nature of the employment within the genomics and bio-data sector, the sector's national significance as a sector for growth and the support this growth would give to the existing economic cluster, this is considered to be a long-term, direct effect of major beneficial significance at the local, district and national scales. This is considered to be a significant beneficial effect.

Figure 22: Planning application for Wellcome Genome Campus expansion (December 2018)

PROPOSED DEVELOPMENT	GEA	GIA	NIA
Building B	21,930	21,024	15,342
Building C	17,909	17,250	12,820
Basement	15,786	15,538	78
Flying Pig	368	333	308
TOTAL	55,993	54,145	28,548

Response from Cambridge Past, Present and Future

9.84 The result of this is that the Development will:

- Provide for 4,700 net additional jobs across Cambridgeshire (over 6.0% of the LEP's strategic jobs target);
- Deliver a GVA uplift of £110 million;
- Provide for 300 net additional construction roles annually;
- Provide 2,500 net additional jobs office jobs, which is 34% the Local Plan (2018) target; and
- Result in net increase to Business Rates of £3.9m per annum – representing £44m net public sector revenues from business rates by 2040.

Figure 23: Planning application for 104–112 Hills Rd (August 2020)

Mark Glatman's Abstract Securities has announced that its wholly owned subsidiary - Abstract (Cambridge) Limited - has exchanged contracts to acquire a 9.17 acres (3.71Ha) site at Fulbourn Road Cambridge, with Cambridge College, Peterhouse, from the Wright's Clock Land Charity. Abstract propose to speculatively build around 300,000 sq ft of offices with car parking, subject to detailed discussion with the local planning authority.

Figure 24: Peterhouse Technology Park extension (July 2020)

Importantly the proposals will result in the creation of a significant number of new jobs in the District with the current proposals likely to employ approximately around 350-400 people. As Huawei's Ipswich research operation, where approximately 150 people are employed, will relocate to the site it is acknowledged that not all of these jobs will be new ones. However, the proposals will allow Huawei to significantly upscale their operations, therefore the proposals will result in the creation of a minimum of 200 new jobs which will have significant positive implications for the District's economy. There will clearly also be additional new jobs created during later phases of development on the site although these cannot currently be quantified.

Figure 25: Planning application for former Spicers site, Sawston (January 2020)

ONS NOMIS Official Labour Market Statistics

	Jan-Dec 2010	Apr 2019–Mar 2020	Change
Cambridge	65,500	72,200	+6,700
South Cambridgeshire	75,000	83,700	+8,700
Total	140,500	155,900	+15,400

Sources:

https://www.nomisweb.co.uk/reports/lmp/la/1946157205/subreports/ea_time_series/report.aspx

https://www.nomisweb.co.uk/reports/lmp/la/1946157209/subreports/ea_time_series/report.aspx