



## South Cambridgeshire Local Plan Submission

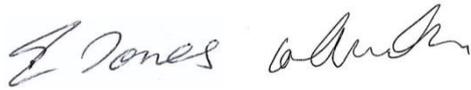
### Sustainability Appraisal Report Part 3: Results of the SA and Proposed Monitoring Strategy

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# 1 Introduction

## 1.1 This Report

This report forms Part 3 of the Sustainability Appraisal (SA) Report for the South Cambridgeshire Local Plan. It should be read in conjunction with the following documents:

- South Cambridgeshire Local Plan – SA Report - Part 1: Introduction, setting the context for the SA, providing an outline of the contents and main objectives of the plan and identifying where the requirements of the SEA Regulations<sup>1</sup> have been met in the SA Report; and
- South Cambridgeshire Local Plan – SA Report - Part 2: Scoping Report setting out the scope of the SA, baseline data, the sustainability objectives and targets of relevant other documents, key sustainability issues and the assessment framework to be used to assess the Local Plan.

These documents and their accompanying appendices can be downloaded from the Council's website here: [www.scambs.gov.uk/localplan](http://www.scambs.gov.uk/localplan).

The contents and structure of this report are as follows:

- Section 2 sets out the methodology used to assess the Local Plan and its alternatives;
- Section 3 describes the assessment of alternatives and its findings;
- Section 4 sets out the findings of the assessment of the draft Local Plan (the Proposed Submission);
- Section 5 presents a proposed strategy for monitoring the significant effects of the Local Plan; and
- Section 6 sets out the next steps in the SA process.

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<sup>1</sup> Statutory Instrument 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations 2004

## 2 SA Methodology

### 2.1 Introduction

This Section sets out the methodology used to assess the South Cambridgeshire Local Plan and assess its alternatives. Government guidance and advice from statutory consultees sets out a five stage process (A-E) for undertaking SEA in order to meet the requirements of the SEA Regulations.

<b>Table 2.1: SA key tasks</b>	
<b>SA Stage</b>	<b>Purpose of the SA Stage</b>
<b>Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope (scoping)</b>	
A1: Identifying other relevant policies, plans and programmes and sustainability objectives	To document how the plan is affected by outside factors and suggest ideas for how any constraints can be addressed.
A2: Collecting baseline information	To provide a baseline evidence base of information about the district in order to identify sustainability issues, predict effects and monitor significant effects.
A3: Identifying sustainability issues and problems	To help focus the SA and streamline the subsequent stages, including baseline information analysis, setting of the SA framework, prediction of effects and monitoring.
A4: Developing the SA framework	To provide a framework of objectives and questions by which the sustainability of the plan can be tested.
A5: Producing scoping report and consulting on the scope of the SA	To consult with statutory bodies with social, environmental, or economic responsibilities to ensure the appraisal covers the key sustainability issues.
<b>Stage B: Developing and refining options and assessing effects</b>	
B1: Testing the plan objectives against the SA framework	To ensure that the overall objectives of the plan are in accordance with sustainability principles.
B2: Developing the plan options	To assist in the development and refinement of the Local Plan options, by identifying potential sustainability effects of options.
B3 and B4: Predicting and evaluating the effects of the plan	To predict the significant effects of the plan and assist in the refinement of the plan.
B5: Considering ways of mitigating adverse effects and maximising beneficial effects	To ensure that all potential mitigation measures and measures for maximising beneficial effects are considered.
B6: Proposing measures to monitor the significant effects of implementing the plan	To detail the means by which the sustainability performance of the plan can be assessed.
<b>Stage C: Preparing the SA Report</b>	
C1: Preparing the SA Report	To provide a detailed account of the SA process.

<b>Stage D: Consulting on the draft plan and SA Report</b>	
D1: Public participation on the preferred options of the plan and the SA Report	To provide the public and statutory bodies with an early and effective opportunity to express their opinion on the SA Report and to use it as a reference point when commenting on the plan.

The methodology used for Stage A of the SA (Scoping) is set out within the Part 2: Scoping Report.

**2.2 Stage B: Assessing the elements of the plan**

The SA has been carried out throughout the plan making process in order to guide the development of the plan and ensure that the sustainability effects of the plan have been taken into account at all stages. During Stage B reasonable alternative options to the selected plan have been tested and in doing so, their sustainability effects identified and evaluated.

Section 3 of this report presents information on the alternatives that have been assessed as part of the SA process.

The Scoping Report, which was consulted on in 2012, gave an example of an assessment matrix for assessing plan policies (This is shown in Part 2 of this SA Report in Table 9.2). As the Local Plan developed it was considered that a simpler and more narrative appraisal approach was more appropriate to describe and evaluate the effects of the Local Plan policies. Therefore a streamlined assessment matrix and an accompanying commentary table was developed and used to record the assessment of each of the Local Plan chapters.

**2.3 Defining what is a significant effect**

In order to adhere to the SEA Regulations the following types of effects have been identified - short, medium and long term effects, permanent and temporary effects, positive and negative effects and secondary, cumulative and synergistic effects where relevant (and where possible to identify). The plan has been assessed using appraisal matrices. An SA matrix is designed to help identify the potential effects of the options / policies on the SA objectives (guided by the SA sub-objectives within the SA Framework). A combination of expert judgement and analysis of baseline data has been used to judge the potential effects of the plan.

The SEA Regulations specify the criteria that should be taken into account when determining likely significant effects. These criteria, which principally relate to the nature of the effects arising from the plan and the value and vulnerability of the receptors, are as follows:

- How valuable and vulnerable is the receptor that is being impacted?
- How probable, frequent, long lasting and reversible are the effects?
- What is the magnitude and spatial scale of the effect?
- Are the effects positive or negative?

The assessment of significance should involve, where possible, the assessor considering the above criteria for each potential effect along with a consideration of how the plan will help to achieve (or not) the SA objectives. Table 2.2 below sets out the key to the scoring system used within the assessment tables presented in this SA Report.

<b>Symbol</b>	<b>Likely effect against the SA Objective</b>
+++	Potentially significant beneficial impact
+	Policy supports this objective although it may have only a minor beneficial impact
~	Policy has no impact or effect is neutral insofar as the benefits and drawbacks appear equal and neither is considered significant
?	Uncertain or insufficient information on which to determine or base the assessment at this stage
-	Policy appears to conflict with the objective and may result in adverse impacts
---	Potentially significant adverse impact

The term 'neutral effect' means there is no discernible positive or negative effect. In some cases the policies are also not directly relevant to the SA objectives and these have been marked neutral. The SA has focused on identifying and recording significant effects.

## 2.4 SA Framework

This SA framework, set out in Table 2.3, was identified at the scoping stage as described in Part 2: Scoping Report. This framework has been used throughout the SA of the Local Plan to assess all the alternative site options, the relative performance of the site package options, and the objectives and the policies within the Proposed Submission Draft, and Submission Local Plan. These objectives and the decision making criteria have been at the forefront of the decision-making during the appraisal process.

<b>SA Topic</b>	<b>Sustainability Objective</b>	<b>Decision Making Criteria</b>
Land	1. Minimise the irreversible loss of undeveloped land, economic mineral reserves, productive agricultural holdings, and the degradation / loss of soils	Will it use land that has been previously developed?
		Will it use land efficiently?
		Will it protect and enhance the best and most versatile agricultural land?
		Will it avoid the sterilisation of economic mineral reserves? Will it minimise the degradation/loss of soils due to new development'
	2. Minimise waste production and support the reuse and recycling of waste products	Will it encourage reduction in household waste, and increase waste recovery and recycling?
Pollution	3. Improve air quality and minimise or mitigate against sources of environmental pollution	Will it maintain or improve air quality?
		Will it minimise, and where possible improve on, unacceptable levels of noise, light pollution, odour and vibration?
		Will it minimise, and where possible address, land contamination?

<b>Table 2.3 SA Framework</b>		
<b>SA Topic</b>	<b>Sustainability Objective</b>	<b>Decision Making Criteria</b>
		Will it protect and where possible enhance the quality of the water environment?
Biodiversity	4. Avoid damage to designated sites and protected species	Will it conserve protected species and protect sites designated for nature conservation interest, and geodiversity?
	5. Maintain and enhance the range and viability of characteristic habitats and species	Will it reduce habitat fragmentation, enhance native species, and help deliver habitat restoration (helping to achieve Biodiversity Action Plan Targets)?
	6. Improve opportunities for people to access and appreciate wildlife and green spaces	Will it improve access to wildlife and green spaces, through delivery and access to green infrastructure, or access to the countryside through public rights of way?
Landscape, townscape and cultural heritage	7. Maintain and enhance the diversity and local distinctiveness of landscape and townscape character	Will it maintain and enhance the diversity and distinctiveness of landscape character?
		Will it maintain and enhance the diversity and distinctiveness of townscape character?
	8. Avoid damage to areas and sites designated for their historic interest, and protect their settings.	Will it protect or enhance sites, features or areas of historical, archaeological, or cultural interest (including conservation areas, listed buildings, registered parks and gardens and scheduled monuments)?
	9. Create places, spaces and buildings that work well, wear well and look good	Will it lead to developments built to a high standard of design and good place making that reflects local character?
Climate change	10. Minimise impacts on climate change (including greenhouse gas emissions)	Will it support the use of renewable energy resources?
		Will it promote energy efficiency?
		Will it minimise contributions to climate change through sustainable construction practices?
	11. Reduce vulnerability to future climate change	Will it use water in a sustainable manner, and enable and encourage high levels of water efficiency?

<b>Table 2.3 SA Framework</b>		
<b>SA Topic</b>	<b>Sustainability Objective</b>	<b>Decision Making Criteria</b>
	effects	Will it minimise risk to people and property from flooding, and incorporate sustainable drainage measures?
		Will it minimise the likely impacts on future development of climate change through appropriate adaptation?
Health	12. Maintain and enhance human health	Will it promote good health, encourage healthy lifestyles, and reduce health inequalities?
	13. Reduce and prevent crime and reduce fear of crime	Will it reduce actual levels of crime, and will it reduce fear of crime?
	14. Improve the quantity and quality of publically accessible open space.	Will it increase the quantity and quality of publically accessible open space?
Housing	15. Ensure everyone has access to decent, appropriate and affordable housing	Will it support the provision of a range of quality housing of appropriate types and sizes, including affordable housing, to meet the identified needs of all sectors of the community?
		Will it result in quality homes for people within the district to live in?
		Will it provide for housing for the ageing population?
		Will it provide for the accommodation needs of Gypsies and Travellers and Travelling Showpeople?
Inclusive communities	16. Redress inequalities related to age, disability, gender, race, faith, location and income	Will improve relations between people from different backgrounds or social groups?
		Will it redress all the sections of inequality included in the Council's Single Equality Scheme which are as follows - Age Disability Gender Reassignment Marriage and Civil Partnership Pregnancy and Maternity Race Religion or Belief Sex Sexual Orientation
		Will it redress rural isolation - rurality?

<b>Table 2.3 SA Framework</b>		
<b>SA Topic</b>	<b>Sustainability Objective</b>	<b>Decision Making Criteria</b>
	17. Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities)	Will it provide accessibility to key local services and facilities, including health, education and leisure (shops, post offices, pubs etc?)
		Will it improve quality and range of key local services and facilities including health, education and leisure (shops, post offices, pubs etc?)
	18. Encourage and enable the active involvement of local people in community activities	Will it increase the ability of people to influence decisions, including 'hard to reach' groups?
		Will it encourage engagement in community activities?
Economic activity	19. Improve the efficiency, competitiveness, vitality and adaptability of the local economy.	Will it support business development and enhance competitiveness, enabling provision of high-quality employment land in appropriate locations to meet the needs of businesses, and the workforce?
		Will it promote the industries that thrive in the district – the key sectors such as research and development /high tech/ Cambridge University related particularly through the development and expansion of clusters?
		Will it protect the shopping hierarchy, supporting the vitality and viability of Cambridge, town, district and local centres?
	20. Help people gain access to satisfying work appropriate to their skills, potential and place of residence	Will it contribute to providing a range of employment opportunities, in accessible locations?
		Will it encourage the rural economy and diversification, and support sustainable tourism?
	21. Support appropriate investment in people, places, communications and other infrastructure	Will it improve the level of investment in key community services and infrastructure, including communications infrastructure and broadband?
Will it improve access to education and training, and support provision of skilled employees to the economy?		
Transport	22. Reduce the need to travel and promote more sustainable transport choices.	Will it enable shorter journeys, improve modal choice and integration of transport modes to encourage or facilitate the use of modes such as walking, cycling and public transport?
		Will it support movement of freight by means other than road?
	23. Secure appropriate investment and	Will it provide safe access to the highway network, where there is available capacity?

<b>SA Topic</b>	<b>Sustainability Objective</b>	<b>Decision Making Criteria</b>
	development in transport infrastructure, and ensure the safety of the transport network.	Will it make the transport network safer for all users, both motorised and non-motorised?

A specific set of criteria was developed through the scoping process to enable sites to be tested on a comparable basis. This is set out in Part 2: Scoping Report.

#### **2.4.1 Sites assessment and alternative packages of sites options assessment**

To assist in making the assessment of sites quantifiable, measurable and transparent, and for direct comparison between sites to be made, the Site Assessment Matrix developed through the scoping process (Table 9.3 in Part 2: Scoping Report of this SA Report) was used. This matrix indicates how the impact of individual sites against each objective has been determined. For a number of objectives, quantifiable grading was identified to provide a means by which the relative sustainability of each site can be established in comparison with other sites. This framework was also used in the site package options assessment.

### **2.5 Stage C: Preparing the SA Report**

This document (along with its appendices and Parts 1 and 2 and their appendices) is the SA Report for the South Cambridgeshire Local Plan Submission. Part 3 (this document) describes the predicted significant effects on the environment, social and economic factors from the implementation of the Local Plan.

### **2.6 Stage D: Consulting on the SA Report**

This version of the SA report has been produced for submission alongside the South Cambridgeshire Local Plan Submission version.

#### **2.6.1 Previous Consultation on the Sustainability Appraisal process**

##### **Site Options**

Site options were subject to public consultation through the Issues and Options Consultations, including the joint consultation in January 2013.

Over 28,000 representations have been submitted to the South Cambridgeshire District Council and Cambridge City council in response to the two issues and options consultations that have taken place so far. Summaries of the representations, as well as the individual representations, are available to view on the Councils' websites.

The Councils have reviewed and considered the comments received, including Member Workshops for South Cambridgeshire Members and the Development Plan Scrutiny Sub-Committee for Cambridge City Council Members. The Councils have also considered a range of possible options that flow from the development strategy options and the site options consulted on and tested those through the SA process. They have also been tested through transport modelling and as the long list of site options has been narrowed down, key stakeholders, such as the education authority, have been asked again for their views on the emerging shortlist of sites to help further refine the preferred strategy and package of sites..

The SA of the broad strategy options in Appendix 1 to this SA Report demonstrates that focusing development in Cambridge remains the most sustainable location for additional development.

The edge of Cambridge is the next most sustainable location in the development sequence, but the SA identifies the importance of balancing the accessibility aspects of sustainability and the environmental and social benefits it brings, with the significant harm to the landscape and setting environmental aspects of sustainability that development on land in the Green Belt would have, with the resulting irreversible adverse impacts on the special character and setting of Cambridge as a compact historic city and the risks that could have to the economic success of the Cambridge area, which is in part built on its attractiveness as a place to live and work. The detrimental impacts of further major development on the edge of Cambridge was demonstrated in the Inner Green Belt Study Review 2012 and major extensions to Cambridge were rejected as reasonable options and not consulted on in Issues and Options 2 in 2013. Results of consultation on the appropriate balance between edge of Cambridge, new settlements and better served villages showed strongest support for the protection of the Green Belt. The assessment process did identify six Green Belt sites as potential options for development without significant harm to the purposes of Green Belt and these limited refinements of the Green Belt would mean that Cambridge is able to meet its full objectively assessed needs within its administrative area.

The effect of decisions on the reasonable site options on the edge of Cambridge is to require development away from Cambridge in order to meet the remaining development needs of the wider Cambridge area. The findings of the high level SA of the different strategic locations (at Appendix 1) confirmed earlier findings from the Regional Spatial Strategy review and Structure Plan that new settlements are the next most sustainable location for growth, and that dispersed development at villages should be limited for sustainability reasons.

South Cambridgeshire's SHLAA and Initial Sustainability Report demonstrated that there are 2 new settlement options that can be considered for development in the new Local Plan: a new town at Waterbeach and a new village at Bourn Airfield. The other new settlement options put to the Council were rejected in the SHLAA and initial SA process. The 2 sites identified scored as Amber in the assessment largely because it is inevitable that such a major development will have some adverse impact on some aspects of sustainability, but it was considered that they would be capable of mitigation through carefully designed development proposals. The results of consultation supported concentration on new settlements rather than focus on edge of Cambridge due to Green Belt impacts.

At the more sustainable village stage of the sequence, South Cambridgeshire consulted on a range of housing site options across the district. The largest of these was a major extension to Cambourne, through a fourth linked village to the west of the existing village. The results of consultation offered some support to better served villages, although to a lesser extent than new settlements.

### **Additional Single Issue Consultation**

Consultation on a single issue, a potential site for a football stadium at Sawston, was carried out between March and May 2013. The site was put forward during the 2013 consultation, and generated considerable local interest. It was decided to carry out a consultation to enable the issue to be considered through the Local Plan review. (The consultation document incorporated an SA of the site).

More detail on the representations received during the consultations at each of the plan stages and how these issues above have been responded to, and where necessary, taken into account by the District Council within the Local Plan, and within the SA process can be found in Appendix 2: Representations on SA.

## **2.7 Difficulties encountered**

The purpose of SA is to assess the likelihood of sustainability effects. SA relies on expert judgement, which is guided by knowledge of the likely impacts of the plan, the available baseline data and response and information provided by consultees and other stakeholders. The assessment has been carried out and reported using an expert judgment-led qualitative assessment. A precautionary approach has been taken, especially with qualitative judgments.

At the Issues and Options stages the full policy wording had not yet been developed which meant a broad approach to assessment had to be undertaken. The identification of absolute impacts was more difficult and therefore a more comparative approach was often taken.

The appraisal of the different broad development strategies / options available for growth was necessarily a high level appraisal of strategic options and therefore the absolute sustainability impacts for many of the SA objectives would depend on the specific site options identified for development, and therefore these are more appropriately explored elsewhere.

The SEA Regulations state that effects assessment should include assessment of secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects. At this strategic level the information is often not available to assess to this level of detail. However, where information is available on the likelihood of different types of impacts this has been included in the assessment matrices.

In relation to the cumulative effects assessment undertaken, the timing of the various plans, programmes and projects being developed and their relationship to each other in terms of timescale is uncertain. Therefore, this element of the SA in particular has an inherently high level of uncertainty. To compensate for this the precautionary principle has been adopted and any potential negative effect identified has been classed as significant and a mitigation measure (and monitoring programme) identified. The SA highlights areas where potential effects could be addressed in lower tier plans such as Area Action Plans, where a greater depth of detail is possible.

## 3 The Identification and Assessment of Alternatives

### 3.1 Introduction



“The Environmental Report shall outline the reasons for selecting the alternatives dealt with” (SEA Regulations Schedule 2(8)).

“The Environmental Report shall identify, describe and evaluate the likely significant effects on the environment of (a) implementing the plan or programme; and (b) reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme”

(SEA Regulations Part III 12(2)).

The regulations governing the identification and assessment of alternatives are outlined above. In addition, the SEA regulations require post adoption procedures to explain “the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt” (SEA Regulations Part 4 16(4)).

This means that the SA process should set out the *reasonable* alternative options (both for the overall strategy and for sites) that were considered by the Council, what the sustainability effects of those reasonable alternative options were, and how these effects have been taken into account in the selection of the final approach.

### 3.2 Process of identifying and assessing alternatives

The purpose of this stage is to set up and test a range of reasonable alternatives and in doing so, identify their sustainability effects. South Cambridgeshire District Council has over the course of the development of the Proposed Submission Local Plan, identified several levels of alternatives from strategic development strategies, policy approaches, through to site allocations. In particular strategic alternatives relating to development on the edge of Cambridge were identified and considered in partnership with Cambridge City Council.

Initially the Council used the SA Scoping process to help identify relevant issues from other plans and programmes, the current state of the district, and key issues and problems that should be addressed through the Local Plan review. Issues were developed further through the iterative process of consultation. Site options were identified and tested through a number of stages of public consultation.

#### 3.2.1 Issues and Options

Alternatives were first considered at the Issues and Options Stage 1 (2012) and Stage 2 (2013).

#### Issues and Options 1

The Issues and Options Report was arranged around 12 themed chapters which were:

- Vision
- Development Needs

- Spatial Strategy
- Development Options
- Climate Change
- Delivering High Quality Places
- Conserving and Enhancing the Historic and Natural Environment
- Delivering High Quality Homes
- Building a Strong and Competitive Economy
- Promoting Successful Communities
- Promoting and Delivering Sustainable Transport and Infrastructure
- Site Specific Issues

At the strategic level, the options consider the objectively assessed growth needs of the district to 2031. Options were identified for the level of housing and jobs growth, guided by objectively produced forecasting. Scenario based alternatives were identified regarding the direction of growth, identifying alternative strategy options regarding where growth should be focused. The development of alternatives for the development strategy and sites for housing and employment development consulted on are summarised below in section 3.2.2 and more detailed information is provided within Annex A, which can be downloaded from the Council's website here: [www.scamb.gov.uk/localplan](http://www.scamb.gov.uk/localplan).

The Issues and Options Report 2012 also set out options for a range of policies which could be included in the Local Plan to guide the form of development, and the consideration of windfall proposals (development not allocated in the plan) through the planning application process. They included options for policies to determine what types of development are suitable or unsuitable in different locations, the quality that must be achieved, assets that must be protected, and mitigation measures that must be undertaken. They include scale thresholds where certain requirements apply. Where only one option was identified this has been explained as to why it was considered to be the only reasonable option.

The Issues and Options 2012 Report was accompanied by an Initial SA Report. This provided information and analysis of issues, details of how alternative approaches were identified (and why alternatives were not considered reasonable), and a comparison of the potential impacts of those alternative approaches. It also included a review of sites tested through the SA process.

## **Issues and Options 2**

This second stage of the Issues and Options was carried out in 2 parts:

- Issue and Options 2 Part 1 - Development Strategy and Site Options on the Edge of Cambridge (January 2013); and
- Issue and Options 2 Part 2 - South Cambridgeshire Further Site Options.

Part 1 was prepared and subject to consultation jointly with Cambridge City Council. Its purpose was to build on each Councils' 2012 consultation and further consider issues of joint interest, including the development strategy for the Cambridge area, a review of the green belt including potential development site options, and Sub-Regional Sporting, Cultural and Community Facilities, including a community stadium. This was supported by a Joint Initial SA.

In response to the Issues and Options Report consultation in 2012, new alternative options for development sites were put forward by representors. The key purpose of Part 2 was having tested these options, to consult on the additional reasonable alternatives. The results of the SA of these sites is reported in the Supplementary Initial SA Report 2013.

Issue and Options 2 Part 2 South Cambridgeshire Further Site Options set out:

- A number of additional site options for housing development;
- A new employment option and revision to the boundary of an established employment area in the countryside;
- A new mixed use proposal from two Parish Councils;
- Suggested amendments to village frameworks;
- Options for a new hospice, moorings on the River Cam and burial grounds;
- A number of new options for recreation and open space; and
- Options for important areas of green space for protection and Important Countryside Frontages to protect village character.

### **Additional Single Issue Consultation**

Consultation the potential for a football stadium at Sawston, was carried out between March and May 2013. A single site was put forward during the 2013 consultation, and generated considerable local interest. No other reasonable alternative sites were identified. The consultation document incorporated an SA of the identified site.

#### **3.2.2 Reasons for choosing the alternative - The 'Audit Trail'**

The SA Report and Submission Local Plan mark the end of a significant process of identifying and testing potential alternatives, and public consultation.

The reasons for choosing the options, and reasons for rejecting the other reasonable alternative options presented in the Issues and Options Report, including policy options are summarised in Appendix 3 Summary of Alternatives Tested and Preferred Approach, to this report. Further more detailed reasons are set out for each chapter in the audit tables in the separate Annex A.

Within Annex A which documents the development of issues and options, the following Table 3.1 has been completed for each Local Plan issue considered. A number of these are supported by more detailed evidence, for example for issues with multiple options requiring technical assessments such as proposals for changes to village frameworks, or for Local Green Spaces. The tables have been produced to accompany each chapter of the Local Plan, and can be found in Annex A accompanying this report, but bound separately. Table 3.1 below sets out an example table and a description of what each row includes.

<b>Table 3.1 Example of an Audit table</b>	
<b>Issue</b>	Identifies the issue e.g. Protection of Existing Openspace
<b>Key evidence</b>	Identifies specific documents, studies or evidence relevant to the issue e.g. Needs Assessment for Openspace
<b>Existing policies</b>	Identifies if there is a policy in the existing Core Strategy, Development Control Policies or Site Specific Policies DPDs.
<b>Analysis</b>	Provides an analysis of the issue, including why it should be addressed in the Local Plan, a summary of relevant guidance (e.g. National Planning Policy Framework), and key facts from the evidence base and Scoping Report.  Concludes by identifying what the reasonable options are for addressing the issue in the Local Plan.
<b>Final Issues and Options Approaches</b>	Identifies the options that will be included for consultation in the Local Plan Issues and Options Report.
<b>Initial Sustainability Appraisal Summary</b>	The conclusions of the initial sustainability appraisal that accompanied the options
<b>Representations Received</b>	The number and nature of representations received through consultation
<b>Key Issues from Representations</b>	A summary of the key issues raised
<b>Preferred Approach and Reasons</b>	The approach taken in the draft plan, and why, and why alternatives were not selected, having regard to issues raised in representations.
<b>Policy included in the Proposed Submission Local Plan</b>	The policy number of policies that resulted.

### 3.2.3 Development of Alternative Development Strategies for the Cambridge Area

Interdependencies between the two administrative areas of Cambridge and South Cambridgeshire are well established through the location of key employment sites, patterns of travel to work and access to services and facilities. The Councils have worked closely together for the production of previous development plans, and this has continued through the preparation of the Local Plan.

Although the Councils are producing separate local plans, the plans are being produced following similar timetables. The Councils have reviewed jointly how far the current sustainable development strategy for the Cambridge area has progressed, whether it remains the best strategy for the area, and considered how the strategy should evolve through the next plan period.

In 2012 both Council's Issues and Options consultations sought comments on whether the current development strategy remains the soundest basis for development in Cambridge and South Cambridgeshire for the period to 2031.

## **Cambridge**

The Cambridge Issues and Options Report 2012 focussed on the City Council's area by assessing options for continued development within the urban area as well as exploring whether there should be further development on the edge of Cambridge in the Green Belt. This included:

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

There was also strong acknowledgement of the good progress that is being made towards implementing the current strategy, with development progressing on fringe sites on the edge of Cambridge.

## **South Cambridgeshire**

The South Cambridgeshire Issues and Options 2012 consultation included a question on how the sustainable development strategy should be taken forward.

It explained that any development strategy for South Cambridgeshire needs to recognise the links with Cambridge, particularly in terms of providing employment to support the successful economy of Cambridge and South Cambridgeshire, and housing to provide opportunities for the workforce, both existing and new, to live close to where they work. As with the current strategy, the updated Local Plan is likely to need to be a combination of sites at different stages in the sequence in order to meet housing targets and in particular some village housing developments to provide a 5-year supply, given the long lead in time for new major developments which would realistically only start to deliver later in the plan period.

The options for the development strategy consulted on that lie within South Cambridgeshire were to:

- Focus on providing more development on the edge of Cambridge, in part to replace development previously planned on Cambridge airport which is no longer available in the plan period, through a further review of the Green Belt.
- Focus on providing more development through one or more new settlements, of sufficient size to provide sustainable development, including provision of a secondary school, and with good public transport links to Cambridge.
- Focus on providing development at the more sustainable villages that have the best levels of services and facilities and accessibility by public transport and cycle to Cambridge or, to a lesser extent, a market town.
- A combination of the above.

As for Cambridge, strategy options considered included whether there should be further development of land on the edge of Cambridge, through a review of the Green Belt. The

same ten broad Green Belt locations were identified for consultation around the edge of Cambridge.

### **Cambridge and South Cambridgeshire**

Through the joint Issues and Options Part 1 consultation in 2013, the Councils sought views on the appropriate balance between protecting land on the edge of Cambridge that is of high significance to Green Belt purposes, and delivering development away from Cambridge in new settlements and at better served villages

The majority of representations were that the Green Belt should be protected from further development. Development should be concentrated in new settlements and better served villages, to reduce congestion and avoid pressure on village infrastructure. Further urban extensions received a more limited level of support.

### **The Sustainability Appraisal of Strategic Approaches**

The SA process has also been a key element of considering the relative merits of different strategic approaches to development. Building on the SAs supporting each of the Issues and Options consultations, Appendix 1 provides the full results of a high level assessment of the sustainability implications of focusing on different stages of the development sequence (Cambridge Urban Area, Edge of Cambridge, New Settlements, more Sustainable villages, although not part of the development sequence for comparison the and less sustainable villages). A summary is provided below:

- The benefits of utilising land within the urban area of Cambridge are the re-use of previously developed land and reducing the need for greenfield development. It also delivers housing closest to the highest concentration of jobs, services and facilities.
- Development on the edge of Cambridge is the next closest option to the City, but to add to the existing major urban extensions would require use of greenfield land in the Green Belt. The purposes of the Cambridge Green Belt recognise the qualities and importance of the area for the landscape and townscape setting of the City and surrounding villages. The Green Belt review has shown that significant additional development would be detrimental to these purposes.
- New settlements offer the opportunity to focus development in a way that would support delivery of new services, facilities and employment to meet the needs of residents. Whilst there would still be travel to Cambridge they offer a higher degree of self-containment than more dispersed strategies. They would enable the delivery of focused transport improvements, and in particular public transport improvements, to deliver a higher share of travel by sustainable modes than more distributed strategies, although they would also focus traffic into specific corridors.
- Village based strategies would disperse growth. It may enable incremental improvements to existing services and transport, but would provide less focus for delivery of high quality services, and could put pressure on existing village services where expansion could be challenging. There would be less access to high quality public transport, and the modal share of travel by car would be higher.

Further information on the reasons for selecting the alternatives dealt with and the methodology for the appraisal of alternative development strategies is set out in Appendix 1 Reviewing the Sustainable Development Strategy for the Cambridge Area.

### 3.2.4 Identifying New Site Options

Through the Strategic Housing Market Assessment both Cambridge City Council and South Cambridgeshire District Council were able to identify their objectively assessed need for housing. Both Councils have chosen as their preferred approach to use these as the targets for development in their respective local plans. Through previous plans there remains a significant stock of existing sites that will contribute to meeting future needs.

	<b>Dwellings target 2011 to 2031:</b>	<b>Existing Commitments and Completions:</b>	<b>Remaining:</b>
<b>Cambridge</b>	14,000	10,473	3563
<b>South Cambridgeshire</b>	19,000	14,029	4971

Both Councils have explored a range of site options that could reasonably meet the additional development requirements to 2031 through their Issues and Options consultations.

#### **Cambridge**

Cambridge City Council (CCC) has undertaken an extensive search for additional housing sites within the built-up area. This involved a Strategic Housing Land Availability Assessment (SHLAA) whereby CCC issued a general 'call for sites' to identify all possible sites that could accommodate housing development in the city as well as undertaking an extensive search for sites. Sites that were put forward were subject to a rigorous assessment leading to a shortlist of sites which could deliver an additional 2,060 homes. These sites were subject to public consultation in January 2013, including initial SA by Cambridge City Council.

#### **On the edge of Cambridge (Cambridge and South Cambridgeshire)**

The Green Belt surrounding Cambridge has been in place since the 1950s. Green Belt policy has maintained the setting and special character of Cambridge, avoided coalescence with the ring of villages closest to the city, protected the countryside from development and prevented urban sprawl. The result is that Cambridge remains a compact historic city, surrounded by attractive countryside and a ring of attractive villages to which there is easy access by foot and bicycle. The city centre is unusually close to open countryside, particularly to the west and south-west.

These characteristics are valued assets and significantly contribute to the character and attractiveness of the historic city and the wider Cambridge area, and the quality of life enjoyed here. The Green Belt around Cambridge has an inextricable relationship with the preservation of the character of the city, which is derived from the interplay between the historic centre, the suburbs around it and the rural setting that encircles it.

The NPPF states that the Government attaches great importance to Green Belts, with the fundamental aim of Green Belt policy being to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. The NPPF continues the five long established national purposes of including land within Green Belts as being to:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

At the local level, the fourth bullet is of particular significance and the following purposes of the Cambridge Green Belt have been established in previous Local Plans:

- To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
- To maintain and enhance the quality of its setting; and
- To prevent communities in the environs of Cambridge from merging into one another and with the city.

Green Belt boundaries can only be established in Local Plans and according to the NPPF, once established they can only be altered in exceptional circumstances. The current inner Green Belt boundary has been established through the Cambridge Local Plan (2006) and South Cambridgeshire Local Development Framework (adopted between 2007 and 2010), including the Cambridge East Area Action Plan (2008) and North West Cambridge Area Action Plan (2009). The exceptional circumstances for establishing the Green Belt boundaries set out in existing plans came through the Cambridgeshire and Peterborough Structure Plan (2003), which sought to focus more growth close to Cambridge to increase the sustainability of development. The Structure Plan agreed broad locations where land should be released from the Green Belt.

In order to inform the current detailed Green Belt boundary, two important studies were undertaken. The first was the Inner Green Belt Boundary Study undertaken by Cambridge City Council in 2002 and the second was the Cambridge Green Belt Study by Landscape Design Associates for South Cambridgeshire District Council in September 2002.

The study for South Cambridgeshire District Council took a detailed look at the Green Belt around the east of Cambridge and a wider, more strategic look at the Green Belt elsewhere around the city, whilst the Inner Green Belt Boundary Study prepared by Cambridge City Council was carried out to specifically assist with identifying sites that could be released from the Green Belt for development close to Cambridge without significant harm to the purposes of the Green Belt including the setting of the city.

The City Council also commissioned a specific Green Belt study by Landscape Design Associates (2003) in relation to land West of Trumpington Road. This was a requirement of the Structure Plan (2003). This study concluded that there was no case for a Green Belt release concerning the land West of Trumpington Road, in that the land provides a rural setting of arable farmland and water meadows close to the historic core, which is not found elsewhere around Cambridge. A smaller area of land including school playing fields and the golf course was assessed for development within this broad location and it was concluded that these were attractive features in their own right which contribute positively to the quality of the landscape setting of Cambridge, and the quality of life for people within the city.

The current Green Belt boundary around the city was established with the expectation that its boundaries could endure to the end of the plan period of 2016 and beyond. However,

circumstances have changed, and whilst good progress has been made towards achieving the current development strategy, with development of the fringes all underway with the exception of the Cambridge East airport site, the Councils do need to consider as part of preparing their new Local Plans whether there are exceptional circumstances for reviewing Green Belt boundaries again. In reviewing Green Belt boundaries, the NPPF requires local planning authorities to take account of the need to promote sustainable patterns of development, and with consideration given to the consequences for sustainable development of channelling development outwards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.

The Councils took a joined up approach in the Issues and Options consultations in Summer 2012 and asked whether there should be more development on the edge of Cambridge, if there should be more land released from the Green Belt, and if so, where should this be. Ten Broad Green Belt Locations around the edge of Cambridge were consulted on to explore whether any had potential to be released from the Green Belt for housing. The ten broad locations were also subject to SA and reported on in the Initial SA Report. Promoters of land on the edge of Cambridge through the Councils' respective SHLAA processes resubmitted their sites through the consultations.

To help inform the process in moving forward to identifying specific site options, the Councils carried out a joint review of the Inner Green Belt boundary. The purpose of the review was to provide an up to date evidence base for Councils' new Local Plans, and help the Councils reach a view on whether there are specific areas of land that could be considered for release from the Green Belt and allocated for development to meet their identified needs without significant harm to Green Belt purposes.

The Inner Green Belt Study Review 2012 builds on the studies that were undertaken in 2002 and 2003 as well as the broad updated appraisal of the Inner Green Belt boundary that the City Council undertook in March 2012 to sit alongside its Issues and Options consultation (Summer 2012). The appraisal of the inner Green Belt boundary areas was undertaken against the backdrop of the most recent land releases and how those releases have affected the revised inner Green Belt boundary. The appraisal specifically reconsidered zones of land immediately adjacent to the city in terms of the principles and function of the Green Belt.

In summary, both steps have found that releases of land on the edge of the city through the current Local Plans are sound. However, as a consequence of the releases, the adjacent rural land surrounding these sites now has increased value for Green Belt purposes and to the setting of the city. This increase in value for Green Belt purposes comes from three considerations:

- New developed edges are being created on land released from the Green Belt by previous plans and these edges are moving the city further into its rural surroundings and therefore lessening the extent of the Green Belt;
- The new edges are different from those previously seen on the edge of the city being more densely developed and usually higher and not so easily softened by vegetation; and
- Views of the city will be foreshortened as the edge advances into the rural surroundings sometimes making the foreground noticeably more important for the setting of the city.

The work concluded that areas where the city is viewed from higher ground or generally has open aspects, or where the urban edge is close to the city centre are more sensitive and cannot accommodate change<sup>2</sup> easily. Areas of the city that have level views and where the edge has mixed foreground can sometimes accommodate change more easily. On a comparative basis these areas have a lesser importance to the setting of the city and to the purposes of Green Belt.

Given that the inner Green Belt boundary was looked at very closely only a decade ago, and only concluded in the Site Specific Policies DPD in 2010, it should not be unexpected that the new review has found that most of the inner Green Belt continues to be important for Green Belt purposes and specifically important to protect the setting and special character of Cambridge as a historic city.

The work also confirmed that in areas where changes to the city edge are currently envisaged and they are adjacent to important view-points such as motorways or elevated vantage points, there needs to be an appropriately sized area of land retained as Green Belt between any future urban edge and the view/vantage point to still provide a green foreground setting to the city. This green foreground should be retained as Green Belt. This need is vital because development requires a minimum distance between it and the viewpoint to avoid a harmful effect on the setting of the city. This can be demonstrated on the northern edge of the city where development in places now abuts the A14 with no foreground between the viewpoint and the development. As a result, the development cannot be viewed in any sort of landscape context or setting making it appear severe and discordant.

Having thoroughly tested the inner Green Belt boundary, the Inner Green Belt Study Review 2012 found that there are a limited number of small sites, which are of lesser importance to Green Belt purposes. The review also concluded that the significant majority of the remaining Green Belt close to Cambridge is fundamentally important to the purpose of the Cambridge Green Belt and should not be developed. This is considered to be the tipping point, at which if you extend beyond this point for development, the Green Belt purposes and setting of the city are compromised. Any further significant development on the inner edge of the Green Belt would have significant implications for Green Belt purposes and fundamentally change Cambridge as a place. The 2012 study confirmed the conclusions of the Green Belt Study 2002 by Landscape Design Associates, that despite extensive development to the south-east, east and north of the historic core, the scale of the core relative to the whole is such that Cambridge still retains the character of a city focussed on its historic core. The findings of the study were incorporated into the technical assessments of potential site options.

### **Identifying site options on the Edge of Cambridge**

Following the identification and testing of broad locations in the 2012 Issues and Options consultation, a long list of sites at the fringe of Cambridge was developed within these broad locations drawing on two sources: Developers' site boundaries received from the 'call for sites' for the Strategic Housing Land Availability Assessments (SHLAAs) carried out by both authorities and also pursued through the 2012 Issues and Options consultations; and

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<sup>2</sup> 'Change' means the introduction of a different feature into the rural/agricultural landscape. This could be an electricity pylon, built development or even a bio-mass crop, but in this instance it is built development.

additional sites identified through the 2012 Inner Green Belt Review as fulfilling Green Belt purposes to a lesser degree. This resulted in an initial list of 41 sites.

These sites were assessed utilising a site assessment pro forma, which was developed jointly to take into account both authorities' SA objectives. The pro forma was specifically developed to fully integrate the sustainability appraisal process into site assessment. The criteria in the pro forma take into account the social, environmental and economic sustainability themes and objectives identified in the SA Scoping Reports of both Councils. Ensuring that the criteria take into account the SA is the most effective way of ensuring that the SA is central to the appraisal of sites. In this way, the potential effects of bringing forward alternative sites for development can be thoroughly tested and compared. Independent consultants URS, (who are carrying out the SA of the Cambridge Local Plan review), advised on the development of the joint pro forma to ensure that it meets the requirements of SA and the SEA Directive. The pro forma also includes planning and deliverability criteria which do not directly relate to the SA, but are important in order to ensure that the Local Plans are deliverable, and therefore can be considered to be reasonable alternatives.

The Joint Green Belt Site Assessment Pro forma can be found in the Interim Sustainability Appraisal of Issues and Options 2 Part 1. For each criterion there is an explanation as to which of the Cambridge SA topics and South Cambridgeshire SA objectives it relates to. A traffic light system has been used to score the sites from 'double red' (a significant negative impact) to 'double green' (no impact or minor impact which can be mitigated). In most cases there were three potential scores (red, amber, green), but in some cases this was extended at either end to five categories to give a finer grained assessment. The grading range provides a means by which the relative sustainability of each site can be established in comparison with other sites.

The pro forma is split into two parts. The first part is a high level sieve (Level 1). It includes strategic considerations, including impact on the Green Belt, flood risk, national biodiversity and heritage designations. It also addresses key deliverability issues. This stage is effective for identifying issues that mean a site should be rejected.

Level 2 of the assessment considered a range of issues including accessibility to services and sustainable transport, pollution, historic environment and biodiversity. Although a number of sites were considered to merit rejection following the Level 1 assessment, they were also assessed by the Level 2 criteria in order to give the most comprehensive and robust assessment possible.

The map in Appendix 2 in the Issues & Options 2, Part 1 – Joint Consultation of Development Strategy & Site Options on the Edge of Cambridge (November 2012) illustrates the site options tested. The completed pro formas for all of the sites assessed can be found in the 'Technical Background Document – Part 1' at the following link: [www.cambridge.gov.uk/ccm/navigation/planning-and-buildingcontrol/planning-policy/background-documents/](http://www.cambridge.gov.uk/ccm/navigation/planning-and-buildingcontrol/planning-policy/background-documents/)

The individual site pro formas show how each site performs against the criteria that relate to the sustainability objectives.

In order to draw information together in an accessible form, and reach an overall conclusion on the merits of the sites assessed, key elements from the pro formas were combined in a series of summaries by broad location which enable the most and least sustainable sites to be identified. These can be found in Appendix 3 of the Issues and Options 2 (2013) Part 1 document.

Following the assessment, 6 sites in the Green Belt on the edge of Cambridge were identified as being sites with development potential, albeit with some constraints or adverse impacts (with an overall score of amber). These include two housing sites, two employment sites, one site which could be developed for either housing or employment and one which could be potentially developed for housing, employment or a community stadium. Five of these sites are located to the south of Cambridge and one is to the north of Cambridge. Four of the sites are within the Cambridge City Council boundary and two fall within South Cambridgeshire. These were subject to public consultation in the joint Issues and Options 2: Part 1 consultation in January 2013.

The other sites assessed have been rejected as options for development, due to either their significance to Green Belt purposes and/or for other reasons including planning constraints such as archaeological merit. Reasons for rejection are summarised in Appendix 3 of the Issues and Options 2: Part 1 document.

### **Identifying Site Options – The Rest of South Cambridgeshire**

In order to identify reasonable site options, South Cambridgeshire District Council has drawn on its Strategic Housing Land Availability Assessment (SHLAA). The National Planning Policy Framework (NPPF) (March 2012) requires the preparation of Strategic Housing Land Availability Assessments (SHLAA), by local planning authorities, to establish realistic assumptions about the availability, suitability, and likely economic viability of land to meet the identified need for housing over the plan period. The SHLAA collated a significant level of technical evidence of the sites, including evidence from specialists and statutory bodies, which has been used in the sustainability appraisal. A 'Call for Sites' was issued in 2011, and nearly 300 site options with development potential were submitted and subject to testing. Appendix 7 of the SHLAA document includes detailed assessments of all sites tested during the plan making process, and can be viewed on South Cambridgeshire District Council's website: [www.scambs.gov.uk/ldf/shlaa](http://www.scambs.gov.uk/ldf/shlaa).

Each of the sites was also subject to SA. This tested the impact of development on the 23 South Cambridgeshire Sustainability Objectives, identified through the sustainability appraisal scoping process. To assist in making this assessment quantifiable, measurable and transparent, and for direct comparison between sites to be made, the Site Assessment Matrix developed through the scoping process (in appendix 2 of the Initial SA) indicates how the impact of individual sites against each objective has been determined. For a number of objectives, quantifiable grading was identified to provide a means by which the relative sustainability of each site can be established in comparison with other sites.

The South Cambridgeshire SHLAA and Sustainability Assessments identify key constraints and considerations relating to potential development sites including suitability, availability and achievability. In order to draw information together in an accessible form, and reach an overall conclusion on the merits of the sites assessed, key elements from both assessments were combined in a series of settlement summaries which enable the most and least sustainable sites in each settlement to be identified. This was collated in Annex 2 of the Initial SA Report 2012. These assessments explore issues in two groups, providing an assessment of the impact and its significance, using a similar mechanism to the SA of identifying a range from significant positive to significant negative impacts. The first group of issues comprises:

- Strategic considerations identified in the SHLAA – Identifies if a site is subject to any strategic considerations that have the potential to make the site unsuitable for

development e.g. flood risk, impact on SSSI or Listed Buildings (reflects tier 1 of the SHLAA site assessment. Green Belt impact was drawn out separately).

- Green Belt – Sites in the Green Belt are identified by a negative score, sites outside as neutral. If it is in the Green Belt, impact on the function of the Green Belt was considered, and the scale of impact identified. The assessment included in the SHLAA utilised the LDA Green Belt Study 2002 to guide consideration. Green Belt as a matter of principle was NOT used as an exclusionary factor at this stage.
- SHLAA significant local considerations – Identifies if a site is subject to heritage, environmental and physical considerations, from tier 2 of the SHLAA Assessment (note landscape and townscape impact drawn out separately)
- Landscape and townscape impact – reflects the conclusions of the SHLAA and the SA.
- SHLAA site specific factors – Considers the availability and achievability of the site. If a site is scored as a significant negative, it is rejected, as it cannot be delivered.(Reflects tier 3 of the SHLAA assessment).
- Access to key local services, distance to key local services, accessibility by sustainable transport modes – draws on the SA to consider transport accessibility.

Each summary concludes with the ‘Sustainable Development Potential’. This draws on the SHLAA Assessment and the SA. It categorises sites as follows:

- More Sustainable Sites with Development Potential (few constraints or adverse impacts) GREEN
- Less sustainable but with development potential (some constraints or adverse impacts) AMBER
- Least Sustainable, with no significant development potential (significant constraints or adverse impacts) RED

The entries in the summary assessment sometimes represent a judgement about a number of separate criteria from the SHLAA and SA assessments and represent a balanced view of the overall performance of that site across a range of criteria.

The settlement summaries taken together with the full assessments allow for sites to be selected to meet a number of different options relating to the scale of growth and spatial development strategies. They have also helped to make the process and findings accessible for the public during the Issues and Options consultations.

The review tested many sites outside development frameworks, in the countryside. In these case the land would generally only be suitable for development if it is allocated in the local plan.

The Initial SA Report 2012 detailed sustainability appraisals of all sites, and the summary assessments for each site by settlement have now been collated into Annex B, accompanying this report but bound separately.

Sites identified as ‘Least Sustainable’, with no significant development potential’ were rejected at this stage, because they are not considered reasonable options for development.

The approach to village sites has taken into account the village hierarchy, developed following a review of the sustainability of settlements (South Cambridgeshire Village Classification Report 2012), and included in the Spatial Strategy chapter of the Local Plan. This identifies Rural Centres as the most sustainable villages in the district, with the highest

level of access to a combination of services, facilities, employment and public transport, providing services to a small rural hinterland. Minor Rural Centres are the next in the hierarchy, offering a lower level of services and facilities, but still more than smaller villages. The Number of Minor Rural Centres is proposed to be increased in the draft plan, by including a number of other villages which had a higher level of services and facilities than most villages in the district and perform similarly to other Minor Rural Centres. These were previously identified as Better Served Group Villages. Group villages, which only benefit from a low level of services but include a primary school. At the bottom of the hierarchy, infill villages do not have a primary school, and are generally the smallest villages in the District.

After reviewing the potential development sites, it was clear that sufficient sites could be identified as higher levels of the hierarchy, without relying on allocations in the smallest villages, which would lead to a dispersed pattern of development where the fewest services and facilities are available. Therefore sites at Group and Infill villages were not considered reasonable alternatives and were not consulted on, even if they scored Amber in the assessments. Such sites may be capable of development as windfalls or as rural affordable housing exception sites depending on their location and scale, but they would not reflect a sustainable form of development in the context of a district wide strategy and so have not been considered as options for development site allocations in the Local Plan.

#### New settlements

A total of 14 sites which would either deliver new standalone settlements, or expand existing new settlements, were tested through the SHLAA and SA process.

Five options at three locations were subsequently identified for consultation in Issues and Options 2012. The Strategic Reserve at Northstowe, identified in the current Local Development Framework, was identified, but is unlikely to deliver additional dwellings at Northstowe during the plan period and may simply help provide the planned 9,500 homes in a high quality form of development. Potential new settlements were identified at Waterbeach Barracks, with three different scale options identified. A new village at Bourn Airfield was also identified as an option.

Options at Six Mile Bottom, Hanley Grange, Heathfield, Duxford, north of Cambourne, north east of Northstowe, and Barrington Quarry were rejected at this stage.

New settlement options could deliver significant numbers of new homes but they have major infrastructure requirements, particularly in terms of transport measures. High quality, sustainable transport solutions would be essential to minimise commuting by private car.

#### Larger, better served villages

South Cambridgeshire District Council consulted in Issues and Options 2012 on site options that could deliver a total of 5,850 new homes on village sites. This included a strategic scale development at Cambourne.

In response to Issues and Options 2012 consultation, 58 new sites were submitted to the Council for consideration. Those in Group and Infill villages were not assessed, because they are the villages with limited services and facilities and the least sustainable locations for development. The 30 sites in identified Better Served Group Villages (now proposed Minor Rural Centres) and above were assessed and 10 additional site options were identified for consultation through the Issues and Options 2013 Part 2 consultation. These sites could deliver an additional 1,245 new homes. This gives options for a total of 7,095 additional new homes at this lowest stage in the development sequence.

### 3.2.5 Alternative packages of sites

The two Councils have followed an iterative process of developing the preferred strategy.

For Cambridge, the level of objectively assessed need is such that all reasonable options have needed to be included in the Local Plan and Cambridge City Council does not consider that any reasonable alternatives exist for meeting need beyond this, in view of the outcome of work to consider potential for Green Belt review.

For Cambridge the Proposed Submission Cambridge Local Plan has identified capacity for 6,452 dwellings in the urban area. It identifies a capacity of 7000 dwellings with existing urban extensions. In addition, it proposes to allocate two sites GB1 and GB2 (Land North and South of Worts' Causeway) for an additional 408 dwellings. This is sufficient to meet the objectively assessed housing need for Cambridge or 14,000 dwellings. The level of objectively assessed need is such that all reasonable options have needed to be included in the Local Plan and Cambridge City Council does not consider that any reasonable alternatives exist for meeting need beyond this, in view of the outcome of work to consider potential for Green Belt review.

Important issues for shortlisting the preferred village sites included:

- providing homes close to the jobs in and around Cambridge,
- providing homes close to the jobs south of Cambridge in view of the predominance of new housing in villages to the north over many years and substantial jobs growth in the south,
- focus on more sustainable villages with high quality public transport links to Cambridge
- making best use of brownfield land
- Avoid green spaces, and areas of flood risk
- sites with parish council and local support

A range of options around the new settlement options, major expansion of Cambourne and the best available sites at villages have been identified and tested through SA, to consider the relative sustainability impact of different development packages. This included looking at different levels of growth at some of the site options to minimise adverse impacts and secure the most sustainable form of development. For comparison the impacts were compared with package options which would have developed sites on the edge of Cambridge. The assessment tables and commentary on the site packages appraisal are included in the Appraisal of Alternative Site Packages in Appendix 4 of this report.

### 3.2.6 Reasons for choosing the preferred option for the further sites in South Cambridgeshire

In order to compare the sustainability of delivering the remaining housing needs for South Cambridgeshire at different locations, packages of sites were identified and tested, to compare the cumulative impacts.

Eight different packages were identified, each with a different focus for the remaining development. It would not be reasonable to test every potential combination of options, but the aim has been to providing a good coverage of strategic alternatives that could be delivered with the site options available taking account of the issue and options and initial sustainability appraisal process.

Where new settlements have been considered, the deliverability and potentially longer lead in times have been taken into account. The phasing relative to other options has also been considered, in order to achieve the development needed in the plan period. In some cases different amounts of a site being developed in the plan period have been considered, with the remainder being developed later.

The sustainability appraisal earlier identified potential benefits on some sustainability objectives of further development in the Green Belt. In order to provide a comparison with other strategies, packages have been tested which include further development in the Green Belt, building on the assessments of tested but rejected sites. Testing has considered the overall impact of identifying the quantum of development in the broad locations available, rather than identifying specific rejected site options.

Following the cumulative appraisal of each of the series of 8 site package options, the Council identified Option 4 as the preferred option. This package of sites was then further refined and assessed as package 9, against the SA framework using the same methodology as the original package options 1-8. The SA performance of this 'refined' option was then compared with the other packages and this process is reported in the Site Packages Assessment in Appendix 4 of this report.

The preferred package of sites includes site allocations to meet the full objectively assessed housing needs. All of the sites are considered to be developable.

The edge of Cambridge is the most sustainable location when tested against a range of objectives for growth in the development sequence in South Cambridgeshire, but the SA identifies the importance of balancing the accessibility aspects of sustainable development and the environmental and social benefits it brings, with the significant harm to the landscape and setting environmental aspects of sustainability that development on land in the Green Belt would have, with the resulting irreversible adverse impacts on the special character and setting of Cambridge as a compact historic city and the risks that could have to the economic success of the Cambridge area, which is in part built on its attractiveness as a place to live and work.

Following a Green Belt review jointly with Cambridge City Council, only one additional housing site on the edge of Cambridge has been identified in addition to the significant level of growth already planned on the edge of Cambridge. This is a small expansion of the existing NIAB2 housing site in South Cambridgeshire between Huntingdon and Histon roads, although this would not increase the overall number of homes currently planned but instead provide more room to ensure a high quality development.

The SA of broad locations confirms earlier findings from the Structure Plan 2003, East of England Plan 2008, draft Regional Spatial Strategy review 2010, and the recent Cambridge and South Cambridgeshire Sustainable Development Strategy Review 2012 that new settlements are the next most sustainable location for growth and that development at villages should be limited for sustainability reasons.

Strategic options for new development focus on new settlements and previously established new settlements, with new allocations for:

- New town at Waterbeach Barracks – 8,000 to 9,000 homes, 1,400 of which by 2031.
- New village at Bourn Airfield – 3,500 homes, 1,700 of which by 2031.
- Cambourne West – 1,200 homes, all by 2031.

The preference to allocate all three strategic sites has been influenced by the long lead in times for new settlements which will therefore come forward later in the plan period and continue developing beyond 2031.

Without also including major expansion of Cambourne, a significant amount of development would be required at villages and would result in the sort of dispersed development strategy previously having been found to be unsustainable. The new town at Waterbeach will have a long lead in time and is only considered realistically to be able to provide housing in the last 5 years of the plan period. Bourn Airfield new village will also have a long lead in time, although less so than Waterbeach new town, and the plan delays its anticipated earliest start by a year to come forward slightly later in the plan period than it otherwise might as part of managing the overall housing supply. It also has the advantages that the remainder of Cambourne is well progressed before any development starts at Bourn Airfield. This will also help provide additional flexibility, particularly in terms of ensuring a continuous 5-year supply of housing land.

The strategic sites will provide 4,300 homes in the plan period. Delivery of Waterbeach new town towards the end of the plan period has the benefit of ensuring that delivery at Northstowe will be well established before another new town development begins, with about half the town having been built by the time Waterbeach starts delivering.

The major sites will be supported by limited development at the more sustainable villages in the order of 900 homes to provide flexibility and help ensure a continuous supply of housing land over the plan period, including if there is any delay in progress on any of the major sites.

The first choice of village sites was at Rural Centres, the highest order villages in the district with the best access to services and facilities. In particular development has focused on Sawston, the village that scored highest in the village hierarchy assessment. Sites offered particular opportunities to utilise previously developed land, as well as improve the eastern edge of the village. They also have the benefit of being located in the southern part of the district where there is otherwise limited housing development and where a number of research parks are located. Histon and Impington is also a Rural Centre, and the site small site north of Impington Lane is well integrated with the village. They involve release of land from the Green Belt where it is considered exceptional circumstances exist in order to provide an element of housing development at the most sustainable villages. Other sites at Rural Centres have been rejected due to environmental or other impacts. Details can be found in the Audit Trail (Annex A).

Although Minor Rural Centres generally have a lower level of services and facilities and public transport than Rural Centres, they are better served than the majority of villages in the district. Sites at Melbourn, Gamlingay, Willingham and Comberton have been identified, reflecting the specific opportunities they provide.

Other packages were rejected. Packages 1, 2, 3 and 5 would place too high a reliance on village development, requiring much higher levels of development lower than the Rural Centre level, and requiring sites considered less suitable for development in terms of their environmental and other impacts.

Package 4 closely resembles the preferred package, but was slightly amended. The site at the former Bishops Hardware Store Histon has not been included in the preferred package, as it is adequately addressed by the Histon 'Station' Policy, which seeks mixed use development of this area. The extent and capacity of one of the Sawston sites was revised

from the assumption in package 4 as detailed below. The package does not include the Bennell Farm, Comberton site.

Packages 6, 7, and 8 were rejected because delivering the scales of development identified on the edge of Cambridge would require development of sites which would have a significant negative impact on the landscape and townscape character objectives in terms of the setting of Cambridge. The review of the inner Green Belt boundary identified that it would not be possible to deliver significant additional development on the edge of Cambridge without significant detriment to the specific purposes of the Cambridge Green Belt. These purposes highlight the importance to the historic City of Cambridge of the quality of its setting as well as the usual role of Green Belts in preventing communities from merging with one another.

Reasons for rejection of village and other site options can be found in the Audit Trail (Annex A).

The preferred approach is as follows:

### **Cambridge Edge Sites**

#### **NIAB3 (site option GB6 I&O2 part 1)**

NIAB3 will enable the delivery of 1,000 homes on the combined NIAB2 and 3 sites, which is 100 homes less than had previously been planned for the NIAB2 site alone in order to ensure an appropriate form and density of development.

The site is in a sustainable location and could be developed with little impact on Green Belt purposes. Environmental issues such as air quality and noise are capable of appropriate mitigation, and the site boundary has been drawn to avoid development in the identified Air Quality Management Area.

Note: One further change to the Green Belt is made for employment development on Fulbourn Road.

### **Strategic Sites**

#### **Northstowe Reserve (site option 1 I&O1)**

The Northstowe Reserve site will enable the delivery of the planned level of housing at Northstowe but is not expected to deliver any additional housing.

The site is currently identified in the Northstowe Area Action Plan as an area of longer term strategic reserve for residential development and local services. The site is included in the Framework Masterplan for the Northstowe development that is included in the Northstowe Development Framework Document endorsed by the Council in August 2012. It is not expected that this land will increase the overall number of homes at Northstowe, but the inclusion of this land would provide flexibility in the way the town is built and ensure an appropriate form and density of development.

#### **Waterbeach New Town (site option 3 I&O1)**

Expected completions during the plan period are 1,400 dwellings. The remainder of the dwellings would be delivered after the plan period.

This site option was one of three proposed for land north of Waterbeach, including land previously in use as Waterbeach Barracks. The three site options proposed different site areas and capacities ranging from 930 to 12,750 dwellings. The Proposed Submission Local Plan includes land for a new town at Waterbeach. The chosen site is most similar in scale to site option 3, but includes a larger site area as it is important that the site area includes land

adjacent to the railway line as a new railway station is a key part of achieving a sustainable development. Identifying a larger area to be included in an Area Action Plan will enable mitigation of the setting of Denny Abbey to be fully considered through that more detailed process. The capacity of the new town has been identified as 8,000 – 9,000 dwellings to ensure that the development is at an appropriate density consistent with Northstowe and to allow flexibility for the Area Action Plan process to consider capacity in more detail. The allocation would provide for continued growth beyond the plan period and so help provide certainty over the longer term supply of housing.

#### Bourn Airfield Village (site option 6 I&O1)

Planned completions during the plan period are 1,700 dwellings. The remainder of the dwellings would be delivered after the plan period. The Proposed Submission Local Plan identifies a larger area to be included in an Area Action Plan where the context of the new village can be fully considered. The site assessment and SA have been updated to reflect the new site boundary.

Development of a new village at Bourn Airfield during and beyond the plan period would provide for growth in a sustainable location high in the sustainable development sequence, relatively close to Cambridge, with no loss of Green Belt, making use of extensive areas of brownfield land, and on land not at risk of flooding. The allocation would provide for continued growth beyond the plan period and so help provide certainty over the longer term supply of housing. The development would benefit from the improved A428. Landscape impacts are capable of mitigation including avoiding creating the appearance of a ribbon of development south of the A428, and ensuring effective landscaped separation from Highfields Caldecote, and Cambourne. The new settlement would provide for its own services and facilities, including provision for a new secondary school. The former ThyssenKrupp Plant offers opportunities for employment development to support the new village. Drainage issues are capable of mitigation. Transport impacts are capable of mitigation in conjunction with development at Cambourne West. These would include bus segregation measures to Cambridge, mitigation of impacts on local villages and on the A1198 junction with the A428, segregated cycle links to Cambridge and to Cambourne.

#### Cambourne West (site option 17 I&O1)

Expected completions during the plan period are 1,200 dwellings. Note that the site boundary of this option has been amended from the site option consulted on to help mitigate its impacts. The site assessment and SA have been updated to reflect the new site boundary.

Development of an additional village at Cambourne during the plan period would provide for growth in a sustainable location high in the sustainable development sequence, relatively close to Cambridge, with no loss of Green Belt, and on land not at risk of flooding. The development would benefit from the improved A428. Landscape impacts are capable of adequate mitigation including avoiding creating the appearance of a ribbon of development south of the A428, and ensuring effective landscaped separation from Caxton and retain a countryside setting for Cambourne. The new settlement would provide additional services and facilities including for primary and early years education and has the advantage of adjoining the new secondary school and has potential to provide accessible local services in the form of a local centre. The site is capable of being effectively integrated with Cambourne particularly by making use of the access road to the Business Park and development will make the location of Cambourne Village College more central to the overall village and residential on the current remaining land in the business park would help integrate the new

village with displaced employment replaced in the new village, providing scope for a wider range of employment. Drainage issues are capable of mitigation. Transport impacts are capable of mitigation in conjunction with development at Bourn Airfield. These would include bus segregation measures to Cambridge, mitigation of impacts on local villages and on the A1198 junction with the A428, segregated cycle links to Cambridge.

### **Village Sites**

#### **Dales Manor Business Park, Sawston (site option H5 I&O2 part 2)**

Expected completions during the plan period are 200 dwellings. This is a lower figure than the 260 subject to consultation, the site has a net developable area of 6.6 ha, at 30 dph this would deliver 200 dwellings allowing for some new employment development. The density of development has reduced from 40dph in Issues & Options 1 and 2, to reflect the agreed approach to density included in policy H/7 'Housing Density'. The site assessment and SA have been updated to reflect a density of 30dph. The sustainability appraisal of the site remains a sound assessment of the site.

The site will enable redevelopment of existing employment sites, providing light industrial and office uses, with a higher density of employment than on the site historically. The site is capable of integrating development into the village with minimal impacts through careful design and provides the opportunity to create a significant landscape buffer along the eastern boundary of the site where it adjoins farmland to provide a soft green village edge. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation, including a contribution to any highway works required to mitigate the impact of development on the eastern flank of Sawston and additional local school capacity.

#### **Land north of Babraham Road, Sawston (site option H6 I&O2 part 2)**

Expected completions during the plan period are 80 dwellings. This is a lower figure than the 110 dwellings subject to consultation. The density of development has reduced from 40dph in Issues & Options 2, to reflect the agreed approach to density included in policy H/7 'Housing Density'. The sustainability appraisal of the site remains a sound assessment of the site.

Although this site lies within the Green Belt, development here has the potential to have a positive impact upon the landscape setting of Sawston, provided the design makes a generous provision of land to ensure a soft green edge to the east. When considered together with the site South of Babraham Road, this site has the potential to round-off the eastern edge of the village, softening the current abrupt urban edge. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation, including a contribution to any highway works required to mitigate the impact of development on the eastern flank of Sawston and additional local school capacity.

#### **Land south of Babraham Road, Sawston (site options 8 and 9 I&O1)**

Expected completions during the plan period are 260 dwellings. This is a lower figure than the 480 than the Issues and Options 1 consultation described as the total capacity of the two sites. The southern boundary of the site has been moved north and the capacity has been reduced to provide increased opportunity for landscaping mitigation, including for the setting of Sawston Hall. The density of development has reduced from 40dph in Issues & Options 2, to reflect the agreed approach to density included in policy H/7 'Housing Density'. The site assessment and SA have been updated to reflect a density of 30dph and the revised site boundary.

Development of this site would have the potential to have a positive impact upon the landscape setting of Sawston provided the design makes a generous provision of land to ensure a soft green edge to the east. The site could also provide access from Babraham Road to Site Option 9 to the south, with cycle and pedestrian access at the south western corner of the site to link more directly to the village centre. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation.

Land north of Impington Lane, Impington (site options 14 and 15 I&O1)

Expected completions during the plan period are 25 dwellings. This is a lower figure than the 35 dwellings that the Issues & Options 1 consultation describes as the total capacity of the two sites. The density of development has reduced from 40dph in Issues & Options 2, to reflect the agreed approach to density included in policy H/7 'Housing Density'. The sustainability appraisal of the site remains a sound assessment of the site.

Although currently in the Green Belt, the site is capable of integrating development into the village with minimal impacts to the historic and natural environment, landscape and townscape through careful design. It can be designed to mitigate impact on the Conservation Area and nearby Listed Buildings, and to create a significant landscape buffer along the boundary of the site to provide a soft green village edge. The site avoids areas of flood zones 2 and 3 to the north. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation, including a contribution to any necessary additional capacity in local schools.

Land off New Road and to the rear of Victoria Way, Melbourn (site options 30 and 31 I&O1)

Expected completions during the plan period are 65 dwellings.

The front of this site lies between existing built development and the rear part is contained by the existing cemetery and well screened from the south by hedgerows, tree belts and plantations. Site capable of integrating development into the village with minimal impacts to the historic and natural environment, landscape and townscape through careful design, provided existing hedgerows, tree belts and plantations are maintained to create a soft green village edge. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation, including a contribution towards additional local school capacity. Site available immediately and capable of delivering houses in the short-term.

Green End Industrial Estate, Gamlingay (site option 33 I&O1)

Expected completions during the plan period are 90 dwellings.

The site is primarily occupied by a wide variety of commercial buildings of no townscape merit, and is run down and in need of improvement. Redevelopment has the potential to improve the townscape in this part of the village and improve vehicular and pedestrian permeability. Whilst it will result in the loss of some employment, part of the site could provide employment uses that are compatible with residential uses which could result in a significant positive benefit to the existing noise environment. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation, including a contribution to additional local school capacity. The site is capable of delivering houses in the short-term.

Land East of Rockmill End, Willingham (site option 46 I&O1)

Expected completions during the plan period are 50 dwellings.

The site is capable of integrating development into the village with minimal impacts to the historic and natural environment, landscape and townscape through careful design, including the creation of a significant landscape buffer to provide a soft green village edge. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation, including a contribution to additional local school capacity. Site available immediately and capable of delivering houses in the short-term.

#### Land at Bennell farm West Street, Comberton (site option H10 I&O2 part 2)

Expected completions during the plan period are 90 dwellings This is a lower figure than the capacity of 115 dwellings subject to consultation through Issues and Options 2013 part 2. This reflects that a substantial part of the site will be used to provide a community football pitch with changing rooms, and car parking to serve both the community and Comberton Village College. A revised SA has been prepared to reflect this.

Although located at a proposed Minor Rural Centre, the site offers specific opportunities. Part of the site to be used to provide public benefits which could include parking for Comberton Village College and for recreation use, and the affordable housing provision to be of equal benefit to the villages of Toft and Comberton.

The site is surrounded by mature boundary landscaping comprising hedgerows and trees which effectively hide it from view. Development of the site to a lower density to merge into this part of the village would have little impact on the landscape and townscape setting of the village and would not impinge upon the linear nature of development in the most historic parts of the village. Although there will be additional pressure on infrastructure and utilities, these will be capable of mitigation. Sustainable Drainage Systems to be used to ensure water run-off from the site is no worse than the existing situation. Site available immediately and capable of delivering houses in the short-term.

#### The Revised Strategy for the Cambridge Area

The Councils identified the preferred package of housing sites to include in their Local Plans to meet their identified objectively assessed needs. The table below shows the level of development proposed at each stage of the development sequence:

	<b>Existing Completions and Commitments (both areas)</b>	<b>New Sites Cambridge</b>	<b>New Sites South Cambs</b>	<b>TOTAL</b>	<b>Percentage</b>
Cambridge Urban Area	3,287	3,324	0	6,611	20
Edge of Cambridge	11,361	430	100	11,891	35
New Settlements	5,965	0	4,300	10,265	31
Villages	3,853	0	860	4,713	14
<b>TOTAL</b>	<b>24,466</b>	<b>3,754</b>	<b>5,260</b>	<b>33,480</b>	<b>100</b>

The development strategy identified includes development at a number of levels in the sequence taking account of the opportunities and constraints identified. Cambridge remains the focus of the development strategy comprising 55% of the housing requirement 2011 to

2031. This is comparable with and slightly higher than the 52% in the Structure Plan strategy.

Only minor additional Green Belt development potential was identified on the edge of Cambridge in addition to the extensive existing commitments because of the significant harm this would cause to the purposes of the Green Belt. The additional dwellings, added to those already committed, mean that 35% of all new development is planned on the edge of Cambridge, compared with 25% in the Structure Plan.

In addition to the new settlement at Northstowe, the strategy proposes additional new settlements in the medium term at Bourn Airfield, and in the longer term Waterbeach Barracks. This will enable infrastructure investment to be focused to maximise benefits, maximise travel by non-car modes, support the re-use of significant previously developed sites, and reduce the need for further development at villages as the final and least sustainable stage in the development sequence, although some village development is proposed to provide flexibility.

At the village level, development will be focused on the more sustainable villages with the best range of services and facilities, including taking account of opportunities to utilise previously developed land.

A comparison with the Structure Plan 2003 strategy is provided below.

	<b>Structure Plan 1999 to 2016</b>	<b>Percentage</b>	<b>New Strategy 2011 to 2031</b>	<b>Percentage</b>
<b>Edge of Cambridge</b>	8,000	25	11,891	35
<b>New Settlements</b>	6,000	18	10,265	31
<b>Villages</b>	9,600	30	4,713	14

## 4 Results of the Appraisal of the Local Plan

### 4.1 Introduction

Many stages of the Local Plan have been subject to SA. To ensure that this section of the SA Report remains as concise and readable as possible, it only outlines this stage of the appraisal. That is, the appraisal of the Submission Local Plan. Table 4.1 outlines where the results of previous stages of the appraisal can be found.

<b>Stage of the plan</b>	<b>A summary of the results is available...</b>	<b>Full results are available...</b>
Local Plan Issues and Options Report	Initial SA (July 2012) Non-Technical Summary	Initial SA (July 2012)
Issue and Options 2 Part 1 - Development Strategy and Site Options on the Edge of Cambridge (January 2013)		Issues and Options Appraisal of Development Strategy and Site Options on the Edge of Cambridge
Issue and Options 2 Part 2 - South Cambridgeshire Further Site Options		Local Plan Initial SA Supplementary Report to accompany Issues and Options Part 2 January 2013
Single Issue Consultation on a Football Stadium at Sawston		The consultation document included a SA of the single site option.
Appraisal of the Submission Draft Local Plan document		The full assessment matrices are shown in Appendix 5 of Part 3 of the Submission Draft SA Report.
Appraisal of the Submission Local Plan document	A summary is presented in this section (Section 4) of Part 3 of this SA Report (this document).	The full assessment matrices are shown in Appendix 5 and Appendix 6 of Part 3 of this SA Report.

The detailed results of the appraisal of the Submission Local Plan are reported in Appendices 1, 4, 5 and 6 to this Part of the SA Report.

## 4.2 Significant effects identified

The assessment sought to identify whether positive or negative effects could occur as a result of the policies and site allocations set out within the Local Plan. The significant positive and negative, and uncertain effects of the policies within the Local Plan Submission as identified in the SA can be briefly summarised as:

**Significant positive/beneficial effects** were identified for the SA topics of:

Land/ soil, Characteristic Habitats and Species, Pollution, Green spaces, Landscape and Townscape, Heritage, Places, Climate change mitigation, Climate change adaptation, Health, Crime, Open space, Housing, Inequalities, Services, Economy, Work, Investment and Travel.

**Significant negative effects** were identified for the SA topics of:

Land/ soil, Pollution, Health, Transport Infrastructure.

**Uncertain effects** were identified for the SA topics of:

Land/ soil, Waste, Pollution, Designated sites and protected species, Characteristic Habitats and species, Landscape, Townscape, Heritage, Places, Climate change mitigation, Housing, Inequalities, Community, Travel.

It should be noted that at the Submission stage in the plan making process that the Local Plan, after having already taken account of mitigation recommendations or issues identified through the appraisal at earlier stages in the SA process, performs more favourably against the many of the SA objectives. Therefore, at this stage there are inherently fewer mitigation measures identified during the assessment. Additionally, the individual site appraisals also highlighted issues that would require mitigation at an early stage in the plan making process and the Council was able to reflect these when drafting policies of the Local Plan. ENVIRON initially recommended a number of cross references to mitigation policies, but the Council consider the Local Plan should be read as a whole, and all policies applied. Therefore the amount of cross referencing has been kept to a minimum in the Local Plan.

### Potential significant positive and significant negative sustainability effects of the Local Plan

Tables 4.2.1 to 4.2.9 summarise the potential significant positive/beneficial and significant negative sustainability (environmental) effects of the Local Plan. (Please refer to the Local Plan Submission for the text of the policies).

<b>Table 4.2.1: Summary of the significant effects identified within the SA: Spatial Strategy</b>			
<b>SA Objective</b>	<b>Significant beneficial effects</b>	<b>Significant negative effects</b>	<b>Outstanding mitigation and enhancement measures</b>
<b>1. Land / soil</b>	Policy S/12	Policy S/5, Policy S/6,	The impacts of Policy S/5 are mitigated through the individual site allocation policies and the application of general protection policies within the Local Plan.

**Table 4.2.1: Summary of the significant effects identified within the SA: Spatial Strategy**

<b>SA Objective</b>	<b>Significant beneficial effects</b>	<b>Significant negative effects</b>	<b>Outstanding mitigation and enhancement measures</b>
<b>3. Pollution</b>		Policy S/5	None
<b>6. Green spaces</b>	Policy S/6	None	None
<b>7. Landscape and Townscape</b>	Policy S/4	None	None
<b>8. Heritage</b>	Policy S/4	None	None
<b>10. Climate change mitigation</b>	Policy S/6	None	None
<b>15. Housing</b>	Policy S/5, Policy S/6 Policy S/8, Policy S/9 Policy S/10, Policy S/11, Policy S/12	None	None
<b>17. Services</b>	Policy S/6 Policy S/8 Policy S/12	None	None
<b>19. Economy</b>	Policy S/5	None	None
<b>20. Work</b>	Policy S/5, Policy S/6 Policies S/8 and S/9	None	None
<b>21. Investment</b>	Policy S/6 Policy S/7 Policies S/8 and S/9	None	None
<b>22. Travel</b>	Policy S/6	None	None
<b>23. Trans. Infr.</b>	Policy S/6 Policy S/7 Policy S/8 Policy S/12	None	None

**Table 4.2.2: Summary of the significant effects identified within the SA: Strategic Sites**

<b>SA Objective</b>	<b>Significant beneficial effects</b>	<b>Significant negative effects</b>	<b>Outstanding mitigation and enhancement measures</b>
<b>1. Land / soil</b>	SS/4	SS/3, SS/7 and SS/8	None.
<b>2. Waste</b>	SS/5, SS/6 and SS/8	None	None
<b>5. Habitats</b>	SS/5, SS/6, and SS/7	None	None
<b>6. Green spaces</b>	SS/5, SS/6, SS/7, SS/8	None	None
<b>14. Open Space</b>	SS/5, SS/7	None	None
<b>15. Housing</b>	SS/7	None	None

**Table 4.2.2: Summary of the significant effects identified within the SA: Strategic Sites**

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
17. Services	SS/1, SS/2, SS/3, SS/6, SS/7, SS/8	None	None
19. Economy	SS/4, SS/5, SS/6, SS/7, SS/8	None	None
20. Work	SS/4, SS/5, SS/6, SS/7, SS/8	None	None
21. Investment	SS/5, SS/6, SS/7, SS/8	None	None
22. Travel	SS/1, SS/2, SS/4, SS/5, SS/6, SS/7, SS/8	None	None
23. Trans.Infr	SS/2, SS/3, SS/4, SS/5, SS/6, SS/8	None	None

**Table 4.2.3: Summary of the significant effects identified within the SA: Climate Change**

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
2. Waste	Policy CC/6	None	None
3. Pollution	Policy CC/7	None	None
10. Climate mitig.	Policy CC/1 Policy CC/2 Policy CC/3	None	None
11. Climate adapt.	Policy CC/1 Policy CC/9	None	None

**Table 4.2.4: Summary of the significant effects identified within the SA: Delivering High Quality Places**

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
2. Waste	Policy HQ/1	None	None
5. Habitats	Policy HQ/1	None	None
6. Green spaces	Policy HQ/1	None	None
7. Landscape and Townscape	Policy HQ/1	None	None

**Table 4.2.4: Summary of the significant effects identified within the SA: Delivering High Quality Places**

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
8. Heritage	Policy HQ/1	None	None
9. Places	Policy HQ/1	None	None
10. Climate mitig.	Policy HQ/1	None	None
11. Climate adapt.	Policy HQ/1	None	None
13. Crime	Policy HQ/1	None	None
16. Inequalities	Policy HQ/1	None	None

**Table 4.2.5: Summary of the significant effects identified within the SA: Protecting and Enhancing the Natural and Historic Environment**

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	Policy NH/3	None	None
4. Prot. Sites	Policies NH/4 and NH/5 Policy NH/6 Policy NH/7	None	None
5. Habitats	Policies NH/4 and NH/5 Policy NH/6 Policy NH/7	None	None
6. Green spaces	Policy NH/6	None	None
7. Landscape and Townscape	Policy NH/2 Policies NH/8, NH/9 and NH/10 Policy NH/11	None	None
8. Heritage	Policy NH/8 Policy NH/14 Policy NH/15	None	None
11. Climate adapt.	Policy NH/6 Policy NH/15	None	None

**Table 4.2.6: Summary of the significant effects identified within the SA: Delivering High Quality Homes**

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	H2, H3, H4, H15, H16, H17 H1:a	None	None

**Table 4.2.6: Summary of the significant effects identified within the SA: Delivering High Quality Homes**

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
2. Waste	H22	None	None
7. Landscape and Townscape	H2	None	None
9. Places	H2	None	None
12. Health	H4, H22	None	None
15. Housing	H8, H9, H10, H11, H12, H13, H14, H15, H16	None	None
16. Inequalities	H8, H9	None	None
17. Services	H7	None	None
21. Investment	H1	None	None
22. Travel	H7	None	None
23. Trans. Infr.	H1	None	None

**Table 4.2.7: Summary of the significant effects identified within the SA: Building a Strong and Competitive Economy**

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	E/1, E/3, E/4, E/5, E/7 E/8, E/11, E/15, E/16, E/18	None	None
5. Habitats	E/7	None	None
6. Green spaces	E/8	None	None
7. Landscape and Townscape	E/1, E/17	None	None
9. Places	E/1	None	None
19. Economy	E/1, E/2, E21	None	None
20. Work	E/1, E/2, E8	None	None
21. Investment	E/1	None	None
22. Travel	E/1, E/2, E/8, E/16, E17, E19	None	None

**Table 4.2.8: Summary of the significant effects identified within the SA: Promoting Successful Communities**

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
6. Green spaces	SC/7, SC/8	None	None
12. Health	SC/5, SC/14	None	None
14. Open space	SC/7, SC/8	None	None

**Table 4.2.9: Summary of the significant effects identified within the SA: Transport and Infrastructure**

SA Objective	Significant beneficial effects	Significant negative effects	Outstanding mitigation and enhancement measures
2. Waste	Policy TI/8	None	None
3. Pollution	Policy TI/2	None	Mitigation measure: Monitoring of car parking standards should be set up to ensure standards are helping to meet the objectives of the Local Plan.
5. Habitats	Policy TI/8	None	None
6. Green spaces	Policy TI/8	None	None
10. Climate mitig.	Policy TI/4	None	None
11. Climate adapt.	Policy TI/8	None	None
12. Health	Policy TI/6, Policy TI/8	None	None
16. Inequalities	Policy TI/9	None	None
17. Services	Policy TI/8	None	None
19. Economy	Policy TI/4	None	None
22. Travel	Policy TI/1	None	None
23. Trans. Infr.	Policy TI/1, Policy TI/8	None	None

### Minor negative and uncertain sustainability effects of the plan

A number of potential minor negative or uncertain effects were identified through the assessment and these are set out within Table 4.3.1 to 4.3.9. below. (Please refer to the Local Plan Submission for the text of the policies). The South Cambridgeshire District Council's response to any outstanding mitigation measures will be included in the report which accompanies the adoption statement.

**Table 4.3.1: Summary of the uncertain or minor negative effects identified within the SA: Spatial Strategy**

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	S/8, S/9, S/10	None	None
3. Pollution	S/6, S/11	None	None
4. Prot. Sites	S/4, S/5, S/6	None	None
5. Habitats	S/4, S/6, S/6, S/8, S/9	S/5, S/8, S/9, S/10, S/11	None
6. Green spaces	S/11	None	None
7. Landscape and Townscape	S/5	None	None
8. Heritage	S/5	None	None
10. Climate mitig.	S/6	None	None
14. Open space	S/4, S/7, S/11	None	None
22. Travel		S/10, S/11	None

**Table 4.3.2: Summary of the uncertain or minor negative effects identified within the SA: Strategic Sites**

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
1. Land / soil		SS/2	
2. Waste	SS/4	None	None
3. Pollution	SS/1, SS/2, SS/3, SS/5	SS/6, SS/7	None
4. Prot. Sites	SS/2, SS/4	None	None
5. Habitats	SS/8	None	None
7. Landscape and Townscape	SS/2	None	None
8. Heritage	SS/2,	SS/7	None
10. Climate mitig.	SS/7	None	None

**Table 4.3.2: Summary of the uncertain or minor negative effects identified within the SA: Strategic Sites**

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
12. Health	SS/3	None	None
23. Trans. Infr.		SS/7	None

**Table 4.3.3: Summary of the uncertain or minor negative effects identified within the SA: Climate Change**

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
3. Pollution	Policy CC/5	None	None
7. Landscape and Townscape	Policy CC/2, Policy CC/3	None	None
8. Heritage	Policy CC/3	None	None
9. Places	Policy CC/3	None	None

**Table 4.3.4: Summary of the uncertain or minor negative effects identified within the SA: Delivering High Quality Places**

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
1. All SA objectives	None identified	None identified	None

**Table 4.3.5: Summary of the uncertain effects identified within the SA: Protecting and Enhancing the Natural and Historic Environment**

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	Policy NH/6	None	None

**Table 4.3.6: Summary of the uncertain or minor negative effects identified within the SA: Delivering High Quality Homes**

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	H18, H19, H20, H21	H10, H12, H14 H1:b, H1:c, H1:d, H1:g, H1:h	None
3. Pollution	H20	None	None
4. Prot. Sites	H14, H16, H17	None	None
5. Habitats	H6, H14, H16	None	None
7. Landscape and Townscape	H4, H6, H10, H14, H17	None	None
8. Heritage	H2, H6, H14, H17	None	None
10. Climate adapt.	H2	None	None
15. Housing	H2	None	None
18. Inequalities	H18	None	None
22. Travel	H4	None	None

**Table 4.3.7: Summary of the uncertain or minor negative effects identified within the SA: Building a Strong and Competitive Economy**

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
2. Waste	Policy E/1	None	None
3. Pollution	Policy E/1, E/8, E/7	None	None
4. Prot. Sites	E/5	None	None
7. Landscape and Townscape	E/7, E/18	None	None
8. Heritage	E/7, E/18	None	None
9. Places	E/18	E/3	
10. Climate mitig.	E7, E/8	None	None
11. Climate adapt.	E/7	None	None
18. Community	E2	None	None
22. Travel	E/7, E/15, E/18, E20	None	None

**Table 4.3.8: Summary of the uncertain or minor negative effects identified within the SA: Promoting Successful Communities**

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	SC/4, SC/5, SC/6, SC/7, SC/8	SC/1	None
4. Prot. Sites	SC/1, SC/5,	SC/14	None
5. Habitats	SC/1, SC/5,	SC/14	None
7. Landscape and Townscape	SC/1, SC/5,	None	None
8. Heritage	SC/1, SC/5,	None	None

**Table 4.3.9: Summary of the uncertain or minor negative effects identified within the SA: Transport and Infrastructure**

SA Objective	Uncertain effects	Minor negative effects	Outstanding mitigation and enhancement measures
1. Land / soil	TI/9	None	None
3. Pollution	TI/3, TI/9	None	None
4. Prot. Sites	TI/1, TI/9	None	None
5. Habitats	TI/1, TI/9	None	None
7. Landscape and Townscape	TI/9	None	None
8. Heritage	TI/9	None	None
10. Climate mitig.	TI/3	None	None
22. Travel	TI/3	None	None

### 4.3 Cumulative assessment

The SEA Regulations require an assessment of cumulative effects. Cumulative effects arise, for instance, where several developments each have insignificant effects but together have a significant effect; or where several individual effects of the plan (e.g. noise, dust and visual) have a combined effect. The term can also be used to describe synergistic effects, which interact to produce a total effect greater than the sum of the individual effects.

Two forms of cumulative effects assessment has been undertaken following the assessment of the individual policies.

- Cumulative effects assessment considering the potential cumulative effects of other programmes, plans, policies and projects with the effects of the Local Plan (in Table 4.4) ; and
- Cumulative effects assessment of the policies within the Local Plan (in Table 4.5).

Cumulative effects have been identified following the appraisal of individual policies and once the whole Local Plan could be reviewed as one document. A number of programmes, plans, policies and projects have been identified as potentially having effects on sensitive receptors within the area or contributing to the sustainability issues and problems identified during the scoping stage. The programmes, plans, policies and projects have been identified on the basis of reasonably foreseeable forthcoming activities / development which would occur within the plan period and relate only to published plans or related documents (such as options consultation documents).

The cumulative assessment is presented in Table 4.4 which documents the potential for cumulative effects of the South Cambridgeshire Local Plan Submission in combination with other known plans and programmes, and Table 4.5 which identifies the potential for cumulative effects from policies or allocations within the Local Plan. In both cases the potential likelihood and significance of the effects is considered and whether there will be residual effects which are considered to be significant.

<b>Table 4.4: Potential cumulative effects with other plans and programmes</b>				
<b>Plan or programme</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
<b>Other South Cambridgeshire Plans or Joint Authority Plans</b>				
Waterbeach New Town Area Action Plan – proposed by the Local Plan in Policy SS/5	<p>Development at Waterbeach Newtown has the potential for cumulative effects on the quality of the local character through its potential for negative impacts on different landscape and townscape elements such as heritage assets (Denny Abbey) and biodiversity.</p> <p>This AAP, proposed in the Local Plan, is required to set out issues and requirements for:</p> <ul style="list-style-type: none"> <li>• the site, including consideration of the relationships with Denny Abbey and Waterbeach Village</li> <li>• the phasing and delivery of a mix of land uses, including employment provision and a town centre</li> <li>• measures to address landscape, townscape and historic setting of the town and surrounding area, and deliver a high quality new development</li> <li>• delivery of a significant network of Green Infrastructure</li> <li>• significant improvements in public transport</li> <li>• measures to promote Cycling and Walking</li> <li>• highway improvements</li> </ul>	<p>No further mitigation at this stage.</p> <p>This plan has not yet been developed. The AAP should be subject to SA. Mitigation and enhancement measures will be more appropriately identified by the SA of the Waterbeach New Town Area Action Plan.</p>	<p>The Local Plan policy SS/5 has identified a series of requirements which must be addressed within the AAP in order to mitigate for the sustainability effects identified at the Issues and Options stage and during the individual site assessments.</p>	<p>To be more appropriately determined by the SA of the Waterbeach New Town Area Action Plan.</p>

<b>Table 4.4: Potential cumulative effects with other plans and programmes</b>				
<b>Plan or programme</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	<ul style="list-style-type: none"> <li>• sustainable design and construction</li> <li>• infrastructure requirements</li> <li>• arrangements for foul drainage and sewage disposal</li> <li>• community development</li> <li>• site preparation</li> <li>• delivery, including requirements for engagement and consultation with local people and stakeholders</li> </ul> <p>If successful, these mitigation requirements should contribute to mitigating the potential negative effects of the Waterbeach development (e.g. on setting of Denny Abbey, landscape character, transport) and enhance the potential for positive effects (e.g. provision of Green Infrastructure).</p>			
Bourn Airfield Area Action Plan – proposed by the Local Plan in Policy SS/6	<p>This AAP, proposed in the Local Plan, will set out issues and requirements for:</p> <ul style="list-style-type: none"> <li>• the site, including the extent of the built area</li> <li>• the phasing and delivery of a mix of land uses, including employment and services</li> <li>• measures to address landscape, townscape and historic setting of the new village, and deliver a high quality new development</li> <li>• delivery of a significant network of</li> </ul>	<p>None at this stage. This plan has not yet been developed. The AAP should be subject to SA. Mitigation and enhancement measures will be more appropriately identified by the SA of the Bourn Airfield Area Action Plan.</p>	<p>The Local Plan policy SS/6 has identified a series of requirements which must be addressed within the AAP in order to mitigate for the identified at the Issues and Options stage and during the individual site assessments.</p>	<p>To be more appropriately determined by the SA of the Bourn Airfield Area Action Plan.</p>

<b>Table 4.4: Potential cumulative effects with other plans and programmes</b>				
<b>Plan or programme</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	<p>Green Infrastructure</p> <ul style="list-style-type: none"> <li>• significant improvements in public transport</li> <li>• measures to promote Cycling and Walking</li> <li>• highway improvements</li> <li>• sustainable design and construction</li> <li>• infrastructure requirements</li> <li>• community development</li> <li>• site preparation</li> <li>• delivery, including requirements for engagement and consultation with local people and stakeholders</li> </ul> <p>If successful, the AAP should contribute to mitigating the potential negative effects of the Bourn Airfield development (e.g. landscape character, transport) and enhance potential positive effects (e.g. provision of green infrastructure).</p>			
Cambridge East Area Action Plan – Adopted 2008	<p>The Area Action Plan for Cambridge East identifies the site for a sustainable new urban quarter of approximately 10,000 to 12,000 dwellings and associated development as well as the off-site infrastructure needed to deliver and serve the urban quarter.</p> <p>The Local Plan proposes amendments to two of its policies, bringing forward development north of Newmarket Road</p>	<p>Co-ordination of the transport measures for all phases of development in the Cambridge East Area Action Plan with the measures to deliver a new town at Waterbeach and development in the Cambridge Local Plan.</p> <p>Co-ordination of service and infrastructure delivery with all other planned development in</p>	<p>These mitigation issues are addressed by the policies for Cambridge East included in the Local Plan Submission Draft, which seeks a coordinated approach to infrastructure provision and mitigation.</p>	<p>There are likely to be <b>residual negative effects on energy, water and waste generation</b> which cannot be further mitigated.</p>

<b>Table 4.4: Potential cumulative effects with other plans and programmes</b>				
<b>Plan or programme</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	<p>and north of Cherry Hinton, and safeguarding the remainder of the airport site for potential development beyond 2031.</p> <p>The sustainability appraisal of this plan highlights the effect of development on water and energy supply, and on waste of the full scale of development envisaged by the original AAP.</p> <p>However, this will be mitigated by design policies which require high standards of sustainability.</p>	<p>the Cambridge Local Plan and the South Cambridgeshire Local Plan.</p> <p>Co-ordination of the delivery plans of infrastructure providing organisations with the timing of development at Cambridge East.</p>		
Northstowe Area Action Plan	<p>The Area Action Plan for Northstowe identifies the site for a sustainable new town with a target size of 10,000 dwellings and associated development as well as the off-site infrastructure needed to deliver and serve the town. 6,000 homes are now expected to be delivered during the Plan period. The sustainability appraisal of this plan highlights the effect of this scale of development on water and energy supply, and on waste. The additional development proposed in the Local Plan has the potential for further cumulative negative effects in terms of water quality and quantity, energy and other resources, and in terms of waste generation. However, this will be mitigated in both cases, by design policies which require high standards of</p>	<p>Co-ordination of the transport measures for all phases of development in the Northstowe Area Action Plan with the Highways Agency's proposals to upgrade the A14 trunk road.</p> <p>Co-ordination of service and infrastructure delivery with all other planned development in the Cambridge Local Plan and the South Cambridgeshire Local Plan.</p> <p>Co-ordination of the delivery plans of infrastructure providing organisations with the timing of development at Northstowe.</p>	<p>Resolution to grant outline planning permission has been made for the 1<sup>st</sup> phase of development at Northstowe subject to these matters being addressed in the Section 106 Agreement which covers the delivery of required services and infrastructure.</p> <p>For the remainder of the site, these issues are addressed by the policies for these sites included in the Local Plan Submission, which seek a coordinated</p>	<p>There are likely to be <b>residual negative effects on energy, water and waste generation</b> which cannot be further mitigated.</p>

<b>Table 4.4: Potential cumulative effects with other plans and programmes</b>				
<b>Plan or programme</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	sustainability.		approach to infrastructure provision and mitigation.	
Cambridge Northern Fringe East Area Action Plan	Proposals for this site will be further developed through an Area Action Plan. There are opportunities for positive impacts for the surrounding area through delivery of the Chesterton Science Park Station, which will provide a transport interchanged linked with the guided bus way. It will improve accessibility of this area, which includes significant employment sites such as the Cambridge Science Park. It offers significant benefits as part of a wider transport strategy for the Cambridge area.	None at this stage. This plan has not yet been developed. The AAP should be subject to SA. Mitigation and enhancement measures will be more appropriately identified by the SA of the Area Action Plan.	None required.	To be more appropriately determined by the SA of the Cambridge Northern Fringe East Area Action Plan.
Cambridge Southern Fringe Area Action Plan – Adopted February 2008	A sustainable new urban extension to Cambridge is proposed at the Cambridge Southern Fringe. The urban extension crosses the South Cambridgeshire / Cambridge City boundary. Much of the built development lies within Cambridge City and is addressed in the Cambridge Local Plan.  This Area Action Plan establishes an overall vision for that part of this new urban extension, which lies within South Cambridgeshire including its relationship with Cambridge and its surrounding countryside setting. It identifies the site within South Cambridgeshire for	Co-ordination of service and infrastructure delivery with all other planned development in the Cambridge Local Plan and the South Cambridgeshire Local Plan.  Co-ordination of the delivery plans of infrastructure providing organisations with the timing of development at Northstowe.	Outline planning permission has been granted for the development proposed in the Cambridge Southern Fringe Area Action Plan. These matters are addressed in the S106 Agreement which covers the delivery of required services and infrastructure.	There are likely to be <b>residual negative effects on energy, water and waste</b> which cannot be further mitigated.

<b>Table 4.4: Potential cumulative effects with other plans and programmes</b>				
<b>Plan or programme</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	approximately 600 dwellings and associated development at Trumpington West, in the parish of Haslingfield, as well as the off-site infrastructure needed to deliver and serve the urban extension as a whole. As with other AAPs the SA highlights that there is an impact on energy, water and waste, but this is relatively minor given the small scale of development at Trumpington West.			
North West Cambridge Area Action Plan DPD Adopted 2009	<p>The North West Cambridge AAP addresses development at North West Cambridge, between Madingley Road and Huntingdon Road, which will predominantly be for the long-term needs of Cambridge University. This will include key worker housing for University staff, student housing and new faculty buildings and research facilities and also market housing. The AAP also sets out the necessary proposals for linking the site to Cambridge and the surrounding transport network as well as landscape, recreation and access proposals in Girton Parish.</p> <p>The SA of this AAP highlights the important interactions between this site and the NIAB site (included in the Local Plan). Specifically:</p> <ul style="list-style-type: none"> <li>the need to prevent further incremental development resulting from this development and the NIAB</li> </ul>	<p>Need to protect the green corridor which runs through the site to prevent further incremental development.</p> <p>Mitigation of the cumulative impacts from an overlap in the construction phases, e.g. construction management plans, traffic routing etc.</p> <p>Need for consideration of transport infrastructure capacity in this corridor and provisions for public transport and walking/cycling.</p>	<p>Significant opportunities for sustainable modes of transport are already included within the adopted Area Action Plan.</p> <p>Transport impacts of existing planned developments have been included in transport modelling, and the development of the Cambridge and South Cambridgeshire Transport Strategy.</p>	<p>There are likely to be <b>residual negative effects on energy, water and waste</b> which cannot be further mitigated.</p>

<b>Table 4.4: Potential cumulative effects with other plans and programmes</b>				
<b>Plan or programme</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	<p>development</p> <ul style="list-style-type: none"> <li>the potential benefits of the development of this site for future residents of the NIAB site in terms of access to employment opportunities, services and facilities both in the area covered by the AAP and in Cambridge via the improved transport infrastructure</li> <li>the potential benefits in terms of meeting energy needs via a district heating scheme</li> <li>risks associated with the construction periods on the AAP site and the NIAB site overlapping</li> </ul> <p>The SA also highlights issues in the area with regard to surface water and foul water drainage and water use, which may have implications for the NIAB site. These issues have been addressed with statutory bodies, including the Environment Agency and Anglian Water. The sites are being planned to reduce flood risk downstream by controlling runoff rates.</p> <p>The North West Cambridge development has the potential to affect the same transport corridor as the Bourne Airfield and Cambourne West sites, which could lead to negative cumulative impacts on the transport network in terms of</p>			

<b>Table 4.4: Potential cumulative effects with other plans and programmes</b>				
<b>Plan or programme</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	increased congestion, and resulting impacts on air quality, pollution and amenity. However, significant opportunities for sustainable modes are built into the Area Action Plan.			
<b>Cambridgeshire Plans</b>				
Cambridgeshire & Peterborough Minerals and Waste LDF (Core Strategy 2011, Site Specific Proposals 2012)	<p>The Site allocations in the Local Plan could lead to the sterilisation of some minerals reserves. Of particular prevalence in the area are reserves of sand and gravel. The most significant site is the Waterbeach New Town development, although the significance of this in the context of the scale of the wider resource is understood to be limited.</p> <p>The Minerals &amp; Waste LDF suggests that between five and 13 MRF facilities will be required across the LDF area by 2026 and it suggests that specific provision needs to be made for the Cambridge/South Cambs/East Cambs area. In addition, a network of household recycling centres is proposed, including a number of new facilities in South Cambs. This decentralised approach to waste treatment should help to mitigate the potential negative impacts associated with the additional waste generation from the new development proposed in the Local Plan, e.g. through minimising the</p>	<p>Consider the policies and allocations in the Minerals and Waste LDF when developing policies and making site allocations in the Local Plan, particularly with regard to Waterbeach New Town.</p> <p>Consider phasing of development proposed in Local Plan with timing of development of new waste facilities.</p>	<p>The Local Plan has directed the allocation of strategic sites away from minerals reserves so as not to sterilise sites where this has enabled them to also meet other sustainability objectives.</p> <p>The Waterbeach Sewage Treatment Works will require relocation to accommodate the new town development.</p>	There will be <b>minor negative residual effects on sand and gravel reserves</b> within Cambridgeshire and Peterborough which cannot be further mitigated.

<b>Table 4.4: Potential cumulative effects with other plans and programmes</b>				
<b>Plan or programme</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	<p>distance travelled by collected waste and the associated emissions and pollution. These effects are uncertain because the specific number and locations of the facilities are unknown.</p> <p>There are <b>potentially negative cumulative effects on health and well-being</b> in terms of reduced residential amenity if construction of new waste facilities coincides with the construction phases of the development proposed in the Plan.</p> <p>The Waterbeach New Town site will impact on Waterbeach sewage treatment works. We understand that discussions are ongoing with the site promoters and Anglian Water regarding its relocation.</p>			
Cambridgeshire Local Transport Plan 2011-2026	<p>The Local Transport Plan recognises that the large-scale growth planned across the county, with the associated pressure on the transport network and the environment, presents risks in terms of increased congestion and carbon dioxide emissions and worsening air quality. In parallel, it suggests that many rural areas of the county continue to suffer from poor access to key services and leisure facilities and the risk of social exclusion.</p> <p>In addressing these risks and others, the LTP has the <b>potential for positive cumulative effects</b> in terms of improving</p>	<p>Need for particular consideration of cumulative transport impacts on the A428 corridor in the development of the transport strategy for Cambridge and South Cambridgeshire, given the level of development proposed at Bourn Airfield and Cambourne West.</p>	<p>This is addressed by the policies for Bourn Airfield and Cambourne West included in the Local Plan, which seek a coordinated approach to infrastructure provision.</p>	<p>Even with the successful implementation of the LTP and Policies SS/5 and SS/6 in the Local Plan there is a likelihood that there will be <b>residual negative effects on air quality</b> within Cambridgeshire which cannot be further mitigated.</p>

<b>Table 4.4: Potential cumulative effects with other plans and programmes</b>				
<b>Plan or programme</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	<p>accessibility and reducing exclusion, as well as helping to mitigate the potential negative effects associated large scale new development.</p> <p>A new transport strategy for Cambridge and South Cambridgeshire is also under development which will seek to align and integrate with the two Local Plans.</p>			
Cambridgeshire Green Infrastructure Strategy	<p>Provides a county-wide strategy for green infrastructure including a ‘Strategic Network’ of Green Infrastructure priorities for Cambridgeshire. It suggests that Green Infrastructure should be an integral part of new settlements and growth sites in the district, that links between Cambridge, the fringe sites, the surrounding area, and across and around the City will be key and that there may also local opportunities to enhance Green Infrastructure around and between villages.</p> <p>By securing improvements in green infrastructure as part of the development proposed in the Local Plan there are opportunities for significant positive cumulative effects with the wider green infrastructure priorities and proposals contained in this strategy.</p>	<p>Reflecting the priorities identified for South Cambridgeshire in the policies and site allocations in the Local Plan. The priorities are:</p> <p>Providing Green Infrastructure to meet the needs of the expanding population of the district, Cambridge and sub-region.</p> <p>Securing new and enhanced Green Infrastructure and improved links to the wider network as part of the major developments on the Cambridge fringes and at Northstowe.</p> <p>Seeking opportunities with all new developments to incorporate and link to Green Infrastructure.</p> <p>Connecting and reinforcing habitats and landscape features.</p>	<p>These issues are addressed through a number of policies in Proposed Submission Local Plan. There are district wide policies seeking delivery of green infrastructure, and policies proposing major developments seek specific opportunities.</p>	<p>There are likely to be <b>residual positive effects on Green Infrastructure including biodiversity</b> and there is the potential for significant positive effects, if all the mitigation and enhancement measures are implemented successfully.</p>

<b>Table 4.4: Potential cumulative effects with other plans and programmes</b>				
<b>Plan or programme</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
		<p>Conserving, enhancing and increasing the enjoyment of the district's rural and historic character.</p> <p>Improving access to Green Infrastructure across the District.</p> <p>Engaging with and supporting people, groups and initiatives to help deliver Green Infrastructure.</p> <p>Making real improvements to places and quality of life.</p> <p>Reducing the causes and impacts of climate change.</p>		
<b>Other Authorities' Plans</b>				
<p>Neighbouring Local Plans:</p> <ul style="list-style-type: none"> <li>Cambridge Local Plan 2006 (currently subject to review)</li> <li>Huntingdonshire Core Strategy DPD –adopted 2009 &amp; Development Management DPD Submission 2010 – (currently subject</li> </ul>	<p>The principal cumulative effects associated with neighbouring plans are considered to be:</p> <ul style="list-style-type: none"> <li>the negative cumulative effects of planned development on resource use and waste generation. This is an inevitable consequence of the new development needed to meet housing and employment growth requirements but can be mitigated to some degree by design policies to ensure the most sustainable forms of development</li> <li>cumulative increase in water use.</li> </ul>	<p>Need for sustainability standards in design policies to be kept under review, particularly with regard to water use. The three emerging development plans for the water company area propose water efficiency standards higher than building regulations.</p> <p>Continue to work with waste water authorities to ensure that water quality standards are maintained.</p> <p>Transport plans will need to</p>	<p>The South Cambridgeshire Local Plan already proposes water efficiency standards higher than building regulations for development.</p> <p>The South Cambridgeshire Local Plan reflects the priorities identified in the Green Infrastructure Strategy. It does so through requirements for</p>	<p>There will <b>be residual negative effects on waste generation</b> within these plan areas which cannot be further mitigated.</p> <p>There will <b>be residual negative effects on water use</b> within these plan areas which cannot be further mitigated, although these are likely to be minor during the Local</p>

<b>Table 4.4: Potential cumulative effects with other plans and programmes</b>				
<b>Plan or programme</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
<p>to review)</p> <ul style="list-style-type: none"> <li>East Cambridgeshire Core Strategy DPD – Adopted 2009 (currently subject to review)</li> </ul>	<p>The Cambridge Water area covers Cambridge, South Cambridgeshire and parts of Huntingdonshire. Potential negative impacts on water quality through increased waste water.</p> <ul style="list-style-type: none"> <li>cumulative loss of agricultural land. All of the Cambridgeshire Authorities are planning for significant levels of development, some of which will be on agricultural land. Even the Cambridge City Local Plan will include development on the fringes of Cambridge that will utilise agricultural land.</li> <li>the sterilisation of economic mineral reserves. There are a number of sites in surrounding areas Plans which fall in minerals safeguarding areas. However, the safeguarding areas are extensive in nature, particularly for sand and gravel, so even the cumulative losses may not be significant given scale of the resource and consultation mechanisms are in place via the Minerals &amp; Waste Local Plan.</li> </ul>	<p>consider the cumulative impacts of planned growth, particularly with regard to the A428 and A10 corridors.</p> <p>Need to ensure Local Plan reflects the priorities identified in the Green Infrastructure Strategy.</p>	<p>Green Infrastructure provision within all major developments, and through site specific requirements associated with the strategic housing allocations.</p>	<p>Plan period.</p> <p>There will be <b>residual significant negative effects on the availability of the best and most versatile agricultural land</b> over these plan areas which cannot be further mitigated.</p> <p>There will be <b>residual negative effects on minerals reserves</b> which cannot be further mitigated.</p> <p>There will be <b>residual negative effects on air quality</b> within these plan areas which cannot be further mitigated.</p> <p>At this time it is difficult to predict the level of significance of these effects with a great level of certainty as some of these plans which may contribute to these impacts are currently under review.</p>

<b>Table 4.4: Potential cumulative effects with other plans and programmes</b>				
<b>Plan or programme</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	<ul style="list-style-type: none"> <li>potential synergistic effects in terms of green infrastructure networks, habitat networks &amp; green space, particularly associated with large scale new developments. All Cambridgeshire authorities are covered by the Cambridgeshire Green Infrastructure Strategy, which provides a cross-boundary approach and identifies priorities for each district.</li> <li>cumulative negative effects associated with development in and around the A428 corridor – congestion, air quality, pollution, safety, amenity. The South Cambridgeshire Local Plan includes significant development in this corridor (in addition to dwellings still to be delivered at Cambourne and Papworth Everard) and the Huntingdonshire Core Strategy proposes 2,650 new homes in St Neots and recognises the need for high quality public transport to be provided on the A428.</li> <li>similar transport issues on the A10</li> </ul>			There are likely to be residual positive cumulative effects on biodiversity and Green Infrastructure.

<b>Table 4.4: Potential cumulative effects with other plans and programmes</b>				
<b>Plan or programme</b>	<b>Potential cumulative effect</b>	<b>Mitigation / enhancement measures needed</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	<p>corridor, where developments are planned in Ely, and other parts of East Cambridgeshire. The draft East Cambridgeshire Local Plan recognises the need for investment in this corridor. It will be important that transport issues are addressed comprehensively.</p>			

<b>Table 4.5: Potential cumulative sustainability effects within the Local Plan</b>				
<b>Sustainability Issue</b>	<b>Commentary on potential cumulative effects</b>	<b>Mitigation / enhancement measures</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
<p><b>Cumulative effects on the Best and Most Versatile Agricultural Land</b> Site allocations for development</p>	<p>Providing for the predicted levels of growth in the Plan Area will lead to the need to allocate greenfield land for development, much of which is agricultural and of high Grade, (although a portion of sites are actually disused agricultural land) particularly as there is a limited supply of previously developed land available for development.</p> <p>New site allocations have been chosen to maximise the use of appropriate available brownfield land, in particular the additional 2 new settlements based on former airfields at Waterbeach and Bourn and village sites at Sawston and Gamlingay which helps to minimise the cumulative impact on agricultural land whilst considering the impact on other sustainability objectives.</p> <p>The phasing policy in the plan (S/12) allows for development on previously developed land to be brought forward should the expected delivery not be achieved or that the housing trajectory indicates increased needs.</p> <p>The impacts of the allocations are mitigated through the individual site allocation policies and the application of general protection policies within the Local Plan. However, there will be some residual environmental impacts where agricultural land is lost to development. However, owing to the scale of growth in the Plan Area there is likely to be <b>significant cumulative negative effects</b>.</p>	<p>No further mitigation available.</p>	<p>Site allocations have been chosen to minimise the cumulative impact on agricultural land whilst considering the impact on other sustainability objectives.</p>	<p>Although the plan has sought to minimise the loss of agricultural land, there will be a residual <b>unavoidable permanent loss of agricultural land which is cumulatively likely to be significant</b> across the plan area.</p>
<p><b>Cumulative effects on waste and resource use</b> (levels of development)</p>	<p>There is likely to be a large amount of built development in the Local Plan area over the life of the plan and beyond. This will increase use of resources such as energy, minerals and water and could lead to increases in waste generation. However, the sustainable construction policy within the Local Plan sets strict performance criteria for new development. If mitigation measures are successful the</p>	<p>No further mitigation available.</p>	<p>N/A</p>	<p>There will be a residual <b>cumulative negative effect on waste generation and resource use</b></p>

<b>Table 4.5: Potential cumulative sustainability effects within the Local Plan</b>				
<b>Sustainability Issue</b>	<b>Commentary on potential cumulative effects</b>	<b>Mitigation / enhancement measures</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	impact on energy and natural resources use should be minimised. However, there will be an increase in energy use which cannot be met by renewables.			across the plan area.
<b>Cumulative effects on air quality</b> (levels of growth in the plan area)	<p>Development on the scale envisaged by the plan will inherently lead to adverse impacts on air quality associated with population growth. Increased traffic movements would lead to adverse impacts on air quality.</p> <p>Static emissions resulting from development will be addressed by national pollution control regime requirements.</p> <p>The development strategy, in Policy S/6, is conceived to contribute to minimising the negative impacts from traffic journeys generated by the level of growth. It does this by directing development towards the most sustainable locations which with good access to higher order services which inherently reduces the need to travel. This in combination with the provision of sustainable transport for these locations will further contribute to minimising traffic emissions. However, the air quality impacts from the proposed levels of growth cannot be fully mitigated to neutral.</p>	No further mitigation available. The air quality impacts from the proposed levels of growth cannot be fully mitigated to neutral.	Policy SS/6 directs development to more sustainable locations thereby the plan seeks to reduce the emission from traffic as far as possible.	There are likely to be <b>significant negative cumulative effects on air quality</b> which cannot be further mitigated.
<b>Cumulative effects on landscapes in particular the nightscapes/ dark skies (light pollution)</b>	<p>The levels of development in Plan Area will inherently lead to potentially cumulative negative effects on the dark sky resource through the introduction of light into areas which are currently dark and therefore have naturally dark nightscapes.</p> <p>The Local Plan contains a specific policy which requires that light spill is minimised.</p>	No further mitigation available.	The Local Plan contains a specific policy which requires that light spill is minimised.	There are likely to be <b>minor negative residual cumulative effects on dark skies</b> across the plan area.

<b>Table 4.5: Potential cumulative sustainability effects within the Local Plan</b>				
<b>Sustainability Issue</b>	<b>Commentary on potential cumulative effects</b>	<b>Mitigation / enhancement measures</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
<b>Cumulative effects on landscape character</b>	The levels of growth in Plan Area will inherently lead to potential impacts on landscape character resulting from development. However, strategic allocations policies require development to respect local character and some require Landscape Strategies. Housing allocations and unallocated development will be subject to Local Plan policies to protect and enhance landscaper character. <b>If these measures are successful the impact on the District’s landscape character should be minor negative.</b>	No further mitigation available.	Local Plan policies seek to protect and enhance landscaper character.	With the mitigation and enhancement measures there are likely to be <b>residual minor negative impacts</b> on the landscape character of South Cambridgeshire.
<b>Cumulative effects on townscape character</b>	The level of development in the Plan Area has the potential for negative effects on the Green Belt, in particular that which is surrounding Cambridge which is important for preserving the character of the City.  The development strategy allows some development on the edge of Cambridge. Where this is demonstrated through the Green Belt Review to have detrimental impacts on the steers development away from the edge of Cambridge.	No further mitigation available.	The Local Plan seeks to protect the Green Belt and allocate sites for development which have least impact on the Green Belt.	With the mitigation and enhancement measures there are likely to be <b>residual minor negative impacts</b> on the townscape character of historic Cambridge.
<b>Cumulative effects on biodiversity and green infrastructure</b>	There is the potential for cumulative adverse impacts on biodiversity, including in particular the potential for habitat loss and fragmentation, resulting from the level of growth proposed in the Local Plan.  The Local Plan requires all development to consider impacts on biodiversity through Policy NH/4 Biodiversity	No further mitigation needed.	N/A	With the mitigation and enhancement measures there are <b>likely to be positive synergistic</b>

<b>Table 4.5: Potential cumulative sustainability effects within the Local Plan</b>				
<b>Sustainability Issue</b>	<b>Commentary on potential cumulative effects</b>	<b>Mitigation / enhancement measures</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	<p>which requires ecological assessments to be provided with proposals with likely impacts on biodiversity. Several of the site allocation policies also provide for biodiversity mitigation and enhancements, some of which will be significant, (such as those for the new settlements) and green infrastructure requirements beyond the general local plan policy requirements.</p> <p>With these mitigation and enhancement measures there are <b>likely to be positive synergistic effects on biodiversity in particular with regards the provision of green infrastructure networks</b></p>			<b>effects on biodiversity in particular with regards the provision of green infrastructure networks</b> in the plan area.
<p><b>Cumulative effects on Health and well being</b> (levels of growth in the plan area)</p>	<p>The Plan will encourage higher levels of walking and cycling by locating development accessible to services and facilities by non-car modes and providing dedicated high quality walking and cycling networks as part of major new developments, including for leisure.</p> <p>Policies require open space to be delivered to meet the need generated by development, and open space allocations are also identified in some villages where there is an existing shortfall and they were supported by Parish Councils. The plan also seeks the enhancement of a network of Green Infrastructure, reflecting the Cambridgeshire wide Green Infrastructure Strategy particularly taken the opportunity provided by the new strategic sites.</p> <p>A range of policies seek to ensure development support good health. This includes ensuring that development takes place in suitable environmental conditions, and has access to services and facilities, including health facilities.</p> <p>There is therefore the <b>potential for cumulative positive</b></p>	No further mitigation available.	None required.	With the mitigation and enhancement measures there are <b>likely to be residual positive cumulative effects on health and wellbeing</b> in the plan area.

<b>Table 4.5: Potential cumulative sustainability effects within the Local Plan</b>				
<b>Sustainability Issue</b>	<b>Commentary on potential cumulative effects</b>	<b>Mitigation / enhancement measures</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	<b>effects on health and well-being.</b>			
<b>Cumulative effects on Housing</b> (levels of growth in the plan area)	The plan seeks to deliver housing to meet the objectively assessed needs of the area, including for Gypsies and Travellers. Policies also seek to address specific needs of different groups within the community and maximises provision of affordable housing compatible with ensuring mixed and balanced communities. An appropriate mix of house sizes and types is required, including minimum space standards, housing for older people and the provision of lifetime homes.			There will be <b>cumulative positive effects on the provision of decent homes in the plan area.</b>
<b>Cumulative effects on sustainable transport</b> (levels of growth in the plan area)	<p>A significant proportion of development in the Cambridge area will continue to take place in and on the edge of Cambridge. The South Cambridgeshire Local Plan has been focused on determining the location of around 15% of the overall growth in the Cambridge area (around 5000 dwellings) which needs to be added to sites from the Local Development Framework 2007-2010 which remain to be developed and were found sound only recently by independent inspectors.</p> <p>The review of the Inner Green Belt boundary, and assessment of sites on the edge of Cambridge identified that further development would cause significant harm to the purposes of the Cambridge Green Belt, with implications for landscape, townscape and heritage objectives. Further sites were therefore not identified. The focus of growth has been on the next stage in the development sequence at new Settlements where high quality public transport can be provided, rather than looking for significant levels of growth at villages.</p> <p>This does mean that where Cambridge is the destination</p>	No further mitigation available.	None required.	There are likely to be <b>cumulative minor negative effects on access to employment, services and facilities in the plan area.</b>

<b>Table 4.5: Potential cumulative sustainability effects within the Local Plan</b>				
<b>Sustainability Issue</b>	<b>Commentary on potential cumulative effects</b>	<b>Mitigation / enhancement measures</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
	<p>that opportunities for walking and cycling may not appear to be maximised. However, the 2011 census shows that South Cambridgeshire has the sixth highest cycling rates of all English Districts with 22% of the population cycling at least once a week and the 6<sup>th</sup> highest for regular cycle trips with 8% who cycle at least five times a week. The census also shows that similar numbers of Cambridge and South Cambridgeshire residents travel to work by bus.</p> <p>The new settlements offer the opportunity for focused investment in transport infrastructure, and measures to support sustainable transport modes. The transport modelling shows that they will deliver a higher modal share of travel by sustainable modes than a more dispersed strategy.</p> <p>Nevertheless, they will still generate a significant number of trips, and focus journeys onto a smaller number of transport corridors.</p> <p>Policies seek the delivery of new service centres to support strategic developments. This should help ensure people can easily access local services and facilities, and reduce the need for longer journeys. Village development is focused primarily on the larger villages with the best access to services, facilitates, employment and public transport, although some development is proposed at Minor Rural Centres where public transport services are more limited.</p> <p><b>If these measures are successful the cumulative effects on access to employment, services and facilities should be minor.</b></p>			
<b>Cumulative effect of development at</b>	The additional development of 540 dwellings around Sawston could have potentially negative impacts on the access to services and facilities in Sawston. In particular	No further mitigation available.	None required.	There should be <b>positive effects</b> on local

<b>Table 4.5: Potential cumulative sustainability effects within the Local Plan</b>				
<b>Sustainability Issue</b>	<b>Commentary on potential cumulative effects</b>	<b>Mitigation / enhancement measures</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
<p><b>Sawston</b></p> <p>Potential for negative effects on services and facilities, and on landscape, and transport infrastructure</p> <p>(Policies H1/a, H1/b, H1/c)</p>	<p>with regards access to education, regarding provision at Icknield Primary School. Policy H1 clearly requires that development contributes to providing additional capacity in local schools, and to the provision of land which would enable the school to expand to meet requirements. The Local Education Authority has formed the Council that there is scope to provide additional capacity in local schools. <b>If these measures are successful the cumulative effects on access to services and facilities should be neutral.</b></p> <p>Potential for cumulative negative impacts on the landscape character of the Green Belt around Sawston. The site based policies all require landscape enhancements to create a buffer between the built development and the existing farmland. This will improve the current situation where there is an existing abrupt edge to the built development of the village. The intention is to considerably improve on the existing situation, and if these mitigation measures are successful the <b>cumulative impact on the local landscape character is likely to be positive.</b></p> <p><b>Potential for cumulative negative impacts on the local highway network</b> around the eastern side of Sawston from the additional traffic generated by the allocated developments. However, each of the policy allocations requires that contributions to highway infrastructure to mitigate for impacts. This could be at Sawston but could also be at the village of Babraham.</p>			<p>landscape character at Sawston provided the mitigation is implemented.</p>
<p><b>Cumulative effect of development at Bourn Airfield and at Cambourne West on the A428 corridor</b></p>	<p>The development of these two new communities has the potential for cumulative negative impacts on the existing transport infrastructure in the A428 corridor. The cumulative transport impacts would primarily be on local roads, the A428 into Cambridge and with regard to public</p>	<p>The Area Action Plan for Bourne Airfield needs to address the potential for cumulative effects.</p>	<p>This will be addressed in the AAP.</p>	<p>The residual effects are more appropriately determined once the SA of</p>

<b>Table 4.5: Potential cumulative sustainability effects within the Local Plan</b>				
<b>Sustainability Issue</b>	<b>Commentary on potential cumulative effects</b>	<b>Mitigation / enhancement measures</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
(Policy SS/6 and Policy SS/8)	<p>transport links and cycle provision. Both developments will generate impacts and both are required to help mitigate them.</p> <p>Fundamental requirements for each site is that each will be a sustainable development which is highly accessible and permeable to all its residents on foot, by cycle and public transport, to support sustainable transport, recreation and health. They must provide segregated provision for buses and cycle use to enable quicker journeys, greater use and improved safety. Direct links between Cambourne and Bourn Airfield for buses, cycle use and pedestrians are required to reduce impacts on the local transport network and to enable efficient operation of public transport services. These measures should help to encourage a modal shift to more sustainable forms of transport including public transport.</p> <p>Both policies refer to the need to jointly provide for extensive off-site transport infrastructure provision will be required to mitigate transport impacts, particularly between the new village at Bourne Airfield and Cambridge. For both these strategic sites transport assessments are required.  <b>Should these measures be successful the cumulative impacts should be reduced to neutral and have the potential to be minor positive.</b></p>			the AAP has been completed.
<p><b>Cumulative effect of Bourn Airfield and Cambourne West on the rural landscape character south of the A428</b>                      (Policy SS/6 and</p>	<p>The potential for cumulative landscape impact is the risk that a ribbon of urban development would be created south of the A428 which would have an adverse impact on the rural landscape, and that there would also be risk of the new settlements merging with local villages and existing settlements. Policy SS/6 Bourn Airfield seeks to mitigate these potential impacts by requiring strategic landscaping</p>	None.	N/A.	There are likely to be <b>neutral to minor negative landscape impacts</b> on the rural landscape character across

<b>Table 4.5: Potential cumulative sustainability effects within the Local Plan</b>				
<b>Sustainability Issue</b>	<b>Commentary on potential cumulative effects</b>	<b>Mitigation / enhancement measures</b>	<b>Response within the Local Plan</b>	<b>Residual effects</b>
Policy SS/8)	<p>for the settlement’s boundary. Whilst Policy SS/8 Cambourne West requires a Landscape Strategy addressing the landscaping on the boundary of the settlement to avoid it appearing as part of a ribbon of development south of the A428, to protect the rural character of the A1198 and to mitigate the impact on Caxton village, to be submitted with the first planning application for development of the site.</p> <p><b>If the landscaping mitigating measures and Landscape Strategy are successful the cumulative effects on landscape character should be minimal.</b></p>			the plan area, provided that the mitigation measures are implemented.
<p><b>Cumulative effect of Bourn Airfield and Cambourne West on secondary education capacity</b> (Policy SS/6 and Policy SS/8)</p>	<p>These two developments have the potential for cumulative localised adverse impacts on the capacity of secondary education facilities resulting from the planned growth at West Cambourne, combined with the growth at the new settlement of Bourn Airfield.</p> <p>The Bourn Airfield policy SS/6 requires that a secondary school is provided according to a trigger point in the planning obligation for the site to ensure timely provision of this key community facility. At least two primary schools and provision for early years childcare will be required.</p> <p><b>If these mitigation measures are successful the cumulative effects on secondary education will be neutral.</b></p>	None.	N/A.	There are likely to be <b>no residual negative effects</b> on access to secondary education in relation to West Cambourne and Bourn Airfield.

## 5 Monitoring Strategy

### 5.1 Introduction

The SEA Regulations (Regulation 17) require the significant environmental effects of plans and programmes to be monitored, in order to identify at an early stage unforeseen adverse effects, and to be able to take appropriate remedial action.

The monitoring undertaken on the Local Plan will help to:

- Monitor the significant effects of the plan;
- Track whether the plan has had any unforeseen adverse effects; and
- Ensure that action can be taken to reduce / offset the significant effects of the plan.

The requirements of the SEA Regulations focus on monitoring the significant environmental effects so that any unforeseen adverse effects of the plan can be identified at an early stage and appropriate remedial action taken. Therefore, the SA monitoring framework will generally focus on monitoring those effects that are significant or uncertain, where the potential for cumulative effects has been identified, or where the consultation bodies have suggested that monitoring would be appropriate. These are highlighted in bold in the proposed monitoring programme set out in Table 7.1 below. The final SA monitoring programme will be included in the SA adoption statement (once the plan is adopted) and this will reflect any changes made as a result of the Examination in Public and prior to the Local Plan's adoption.

The Local Plan process will itself include a comprehensive monitoring programme which is focused on the achievement of the plan's objectives, which may also closely reflect the sustainability objectives. This monitoring programme will enable the Council to track the success of individual policies and also to monitor the baseline environmental, economic and social conditions of the plan area. This is reported in the Council's Local Plan Annual Monitoring Report (AMR).

Monitoring of SA issues will allow the Council to identify whether the recommended mitigation measures from the SA have been effective and develop further mitigation proposals that may be required where unforeseen adverse effects are identified through the monitoring programme. In some cases monitoring may identify the need for a policy to be amended or deleted, which could trigger a review of the Local Plan, or for further policy guidance to be developed (for example a Supplementary Planning Document (SPD)).

Table 7.1 below sets out a draft proposed monitoring programme. Monitoring measures related to significant negative effects or uncertain effects are highlighted in **bold** in the table.

<b>Table 7.1: Proposed Monitoring Programme – Significant Effects Indicators</b>				
<b>Potential issue or SA Topic</b>	<b>Proposed indicators</b>	<b>Published targets</b>	<b>Source of data</b>	<b>Frequency of reporting</b>
<b>Land</b>	<p><b>Percentage of new and Converted Dwellings on Previously Developed Land</b></p> <p><b>Amount and Type of Completed Employment on Previously Developed Land</b></p> <p><b>Average Density of New Residential Development Completed</b></p>	<p>The Core Strategy included a target that between 1999 and 2016 at least 37% of new dwellings should either be located on previously developed land or utilise existing buildings</p>	<p>SCDC Local Plan Annual Monitoring Report (AMR)</p>	<p>Annual</p>
<b>Pollution (air quality)</b>	<p><b>Annual average concentration of Nitrogen Dioxide (µg/m<sup>3</sup>) (at monitoring points)</b></p> <p><b>Annual mean number of days when PM<sub>10</sub> levels exceeded a daily mean of 50µg/m<sup>3</sup></b></p> <p><b>No of declared Air Quality Management Areas and locations within 10% of threshold</b></p>	<p>Member States are required to reduce exposure to PM<sub>2.5</sub> in urban areas by an average of 20% by 2020 based on 2010 levels. It obliges them to bring exposure levels below 20 micrograms/m<sup>3</sup> by 2015 in these areas. Throughout their territory Member States will need to respect the PM<sub>2.5</sub> limit value set at 25</p>	<p>SCDC Local Plan Annual Monitoring Report (AMR)SCDC Air Quality Strategies</p>	<p>Annual</p>
<b>Pollution (Water Quality)</b>	<p><b>% of surface waters meet the Water Framework Directive ‘good’ status or better for water quality</b></p>	<p>‘good’ status or better for water quality in all river basins by 2015</p>	<p>Environment Agency</p>	<p>Annual</p>
<b>Waste reduction and recycling</b>	<p><b>Amount of municipal waste arising, and managed by management type and the percentage each management type represents of the waste</b></p>	<p>The Joint Municipal Waste Management Strategy for Cambridgeshire and Peterborough 2008-2022 sets targets for the reduction of household waste</p>	<p>Cambridgeshire County Council</p>	<p>Annual</p>

**Table 7.1: Proposed Monitoring Programme – Significant Effects Indicators**

Potential issue or SA Topic	Proposed indicators	Published targets	Source of data	Frequency of reporting
	managed	sent to landfill of: <ul style="list-style-type: none"> <li>• 50 to 55% household waste by 2015; and</li> <li>• 55 to 60% of household waste by 2020.</li> </ul>		
Construction waste	Tonnage of construction and demolition waste produced and proportion that is recycled / reused.	N/A	Environment Agency	Annual
Biodiversity loss from development	Number of development schemes completing relevant biodiversity avoidance or mitigation measures.  Amount of new development within, or likely to adversely affect internationally or nationally important nature conservation areas.	N/A	SCDC Local Plan Annual Monitoring Report	
Biodiversity - Protected sites	Change in area of sites of biodiversity importance (SPA, SAC, RAMSAR, SSSI, NNR, LNR, CWS)  % SSSIs in favourable or unfavourable recovering condition	Better wildlife habitats with 90% of priority habitats in favourable or recovering condition and at least 50% of SSSIs in favourable condition, while maintaining at least 95% in favourable or recovering condition	Natural England Condition Monitoring  Local County Wildlife Site data	Annual for SPA, SAC, Ramsar and SSSI, NNR  Ad hoc LNR and CWS
Landscape	% planning permission granted which are inconsistent with local landscape character	N/A	SCDC	Annual
	Areas inconsistent with landscape character	N/A	SCDC Countryside Quality Counts	Annual
Townscape	% of total built-up areas falling within	N/A	SCDC	Annual

**Table 7.1: Proposed Monitoring Programme – Significant Effects Indicators**

Potential issue or SA Topic	Proposed indicators	Published targets	Source of data	Frequency of reporting
	<b>Conservation Areas</b>			
<b>Heritage assets</b>	<b>Number of Listed Buildings and number that are at risk</b>	<b>N/A</b>	<b>SCDC Local Plan Annual Monitoring Report (AMR) English Heritage – Heritage at Risk Register</b>	<b>Annual</b>
	<b>Number of other historic assets, and historic assets at risk</b>	<b>N/A</b>	<b>English Heritage – Heritage at Risk Register</b>	<b>Annual</b>
<b>Places</b>	<b>Satisfaction rating for Quality of the built environment Buildings for Life Assessments – Number of Developments achieving each standard</b>	<b>N/A</b>	<b>SCDC Local Plan Annual Monitoring Report (AMR)</b>	<b>Annual</b>
<b>Climate Change</b>	<b>Residential Development assessed for Code For Sustainable Homes Carbon Dioxide emissions by sector and per capita Renewable energy capacity installed by type (in MegaWatts) Kilowatt hours of gas consumed per household per year, Kilowatt hours of electricity consumed per household per year Water consumption per head per day (Cambridge Water Company area) Amount of new development completed on previously undeveloped functional floodplain land, and in flood risk areas, without agreed flood defence measures</b>	<b>N/A</b>	<b>SCDC Local Plan Annual Monitoring Report (AMR)</b>	<b>Annual</b>

**Table 7.1: Proposed Monitoring Programme – Significant Effects Indicators**

Potential issue or SA Topic	Proposed indicators	Published targets	Source of data	Frequency of reporting
Health	Life expectancy at birth % of residents with a long-term illness (Census data)	N/A	Census data	Annual
Crime	Number of recorded crimes per 1000 people Percentage of people feeling safe after dark	Annual targets in Community Safety Plan.	SCDC Local Plan Annual Monitoring Report (AMR)	Annual
Housing	Total and percentage of Dwellings completed that are affordable House price to earnings ratio Delivery of Extracare Housing Number of new Gypsies and Travellers pitches and Travelling Showpeople plots	40% of dwellings permitted on sites of three or more dwellings  85 new Traveler pitches by 2031 and 4 new Travelling Showpeople plots by 2016.	SCDC Local Plan Annual Monitoring Report (AMR)	Annual
Inclusive Communities	% of residents who feel their local area is harmonious  % of residents that definitely agree or tend to agree that their local area is a place where people from different backgrounds get on well together  Index of multiple deprivation	N/A.	SCDC Local Plan Annual Monitoring Report (AMR)	Annual
	Amount of new residential development within 30 minutes public transport journey time of key services	N/A.	SCDC Local Plan Annual Monitoring Report (AMR)	Annual
	% of adults who feel they can influence decisions affecting their local area  % of residents that 'definitely agree' and 'tend to agree' that they can influence decisions	N/A.	SCDC Local Plan Annual Monitoring Report (AMR)	Annual

**Table 7.1: Proposed Monitoring Programme – Significant Effects Indicators**

Potential issue or SA Topic	Proposed indicators	Published targets	Source of data	Frequency of reporting
	affecting their local area			
Economic Activity	Number of People in Employment Annual net change in VAT registered firms Industrial composition of employee jobs	Local Plan seeks to meet objectively assessed needs of 22,000 jobs, 2011 to 2031.	SCDC Local Plan Annual Monitoring Report (AMR)	Annual
Work Opportunities	Percentage of people claiming Job Seekers Allowance % of Residents aged 16-64 in employment and working within 5km of home or at home (Census data) Economic Activity Rate Median Gross Household income	N/A.	SCDC Local Plan Annual Monitoring Report (AMR)	Annual
Investment	Investment Secured for Infrastructure and Community Facilities through developer contributions Percentage of 15/16 year olds achieving 5 or more GCSE/GNVQ passes at A* to C grade	N/A.	SCDC Local Plan Annual Monitoring Report (AMR)	Annual
Transport	Vehicle flows across the South Cambridgeshire – Cambridge City boundary over 12 hour period	N/A.	SCDC, Cambridge City Council	Annual
	Cycling trips index	N/A.	SCDC	Annual
	Congestion – average journey time per mile during the am peak environment	N/A.	Cambridge County Council	Annual
	Investment secured for transport infrastructure through developer contributions	N/A.	SCDC Local Plan Annual Monitoring Report (AMR)	Annual
	People killed or seriously injured in road traffic accidents	N/A.	SCDC Local Plan Annual Monitoring Report (AMR)	Annual
<b>Travel -</b>	<b>Number of</b>	<b>100%.</b>	<b>SCDC Local Plan</b>	<b>Annual</b>

**Table 7.1: Proposed Monitoring Programme – Significant Effects Indicators**

Potential issue or SA Topic	Proposed indicators	Published targets	Source of data	Frequency of reporting
<b>Sustainable transport</b> <b>Car Parking Standards</b> (to ensure standards are helping to meet the objectives of the Local Plan with regards to generating a modal shift towards more sustainable modes of transport)	<b>development schemes implementing minimum or greater provision of cycle parking</b>		<b>Annual Monitoring Report (AMR)</b>	
<b>Travel - Reducing journeys made by car</b>	<b>Amount of development within 15 minutes walking distance (1000 meters) and 10 minutes cycling distance (2km) of rural centres</b>	N/A	<b>SCDC Local Plan Annual Monitoring Report (AMR)</b>	<b>Annual</b>

## 6 Next Steps

This SA Report is being published alongside the South Cambridgeshire Submission Local Plan. The Local Plan is being submitted to the Secretary of State for Examination in Public. If changes are made at this stage which could result in significant environmental effects, a further SA will be undertaken.

The independent Examination in Public will test the “soundness” of the Local Plan and consider representations on that basis. The Inspector appointed by the Secretary of State to conduct the Examination will either recommend that the Local Plan is adopted as it is (or with minor modifications), or will recommend non-adoption. If then asked to do so by the Council, the Inspector will recommend modifications to the document to make it “sound”. South Cambridgeshire District Council may then only adopt the document with either those proposed modifications or alternative changes which address the Inspector’s concerns.

An SA adoption statement will need to be published in accordance with the SEA Regulations. These regulations state that as soon as reasonably practicable after the adoption of the plan a statement should be produced and published setting out how environmental considerations and opinions expressed through consultation have been taken into account in the plan-making process.

The SEA Regulations set out what should be covered by the statement, as follows:

- How environmental (sustainability) considerations have been integrated into the Local Plan;
- How the Environmental (SA) Report has been taken into account;
- How opinions expressed in response to consultation have been taken into account;
- The reasons for choosing the Local Plan as adopted, in the light of the other reasonable alternatives dealt with; and
- The measures that are to be taken to monitor the significant environmental (sustainability) effects of the implementation of the Local Plan.