# CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0 Context</td>
<td>2</td>
</tr>
<tr>
<td>2.0 Baseline Information</td>
<td>9</td>
</tr>
<tr>
<td>3.0 Assessment</td>
<td>15</td>
</tr>
<tr>
<td>4.0 Summary</td>
<td>33</td>
</tr>
</tbody>
</table>
1.0
CONTEXT
1.0 CONTEXT

Introduction

1.1 Network Rail (‘the Applicant’) is proposing to develop a new railway station and public transport interchange on land forming part of the existing Chesterton Sidings in north Cambridge, as shown within the red-edged lines (‘the Site’). Land is also shown edged blue, relating to adjacent land to the Site that is also within the ownership of the Applicant. The Site Plan is shown in Figure 1.1.

Figure 1.1 – the Site

1.2 The Site is 9.95ha in size and includes land lying within the administrative boundaries of both Cambridge City Council (‘CCiC’) and South Cambridgeshire District Council (‘SCDC’). The determining authority will be the Joint Development Control Committee (‘JDCC’) on which members of Cambridgeshire County Council (‘CCoC’), CCiC and SCDC are represented.
The proposal includes a new 450 sq.m Station building (including passenger waiting facilities, toilets, staffed ticket office, shop unit(s), amenity space, rail staff accommodation and facilities), two mainline platforms (254m single and island platform with passive provision to increase to 270m) and a bay platform, a pedestrian cycle bridge linking the station building and platforms over the mainline, a landscaped 450 space car park and 1000 space cycle park, new pedestrian links to the surrounding areas, and the extension of the Busway and cycle route into the Site along the alignment of the former St Ives Branch Line. It is envisaged that the Station Interchange will be operational every day, between 05.30 to 01.00. The proposal will be referred to as 'the Development' from here on in.

The principle for the Development is supported by an extant planning permission (C/05001/13/CC – approved 22nd July 2014) ('the Extant Consent') for what is, in effect, an identical proposal with the exception of a small number of minor amendments and a different named applicant.

This Health Impact Assessment (HIA) has been prepared to accompany the planning application for the Development. As part of the application validation requirements for major developments, an HIA is expected to be submitted, in order to demonstrate that the potential impacts on health have been considered throughout the planning and design stages.

The Development Programme and is set out within Chapter 4 of the Environmental Statement.

Aims and Objectives

An HIA is commonly defined as "a combination of procedures, methods and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population". It is a tool which should be used to appraise both positive (e.g. sustainable transport links) and negative (e.g. generation of pollution) impacts on the different affected subgroups of the population that might result from the Development. It seeks to identify all these effects on health in order to enhance the benefits for health and minimise any risks to health. The assessment should specifically include a consideration of the differential impacts on different groups in the population, because certain groups are potentially more vulnerable to negative impacts from development. The assessment shall identify and consider a range of evidence for potential impacts on health.

This HIA is to be prepared in accordance with both the National and Local Policy Frameworks. SCDC has adopted an HIA Supplementary Planning Document (SPD), which was published to provide advice and guidance on preparing and producing an HIA, in accordance with the adopted principles for sustainable development.

Planning, health and wellbeing are inter-related when considered in the context of new development; the subsequent users of the proposed scheme; and the existing local residential and business community within which it has been located. A person’s health is influenced by their surrounds, and as such good quality
developments are essential to ensuring that negative impacts on health are kept to a minimum. A healthy neighbourhood is one which considers both people and places, ‘the wider determinants of health’. The early consideration of health within the planning and design process can therefore assist in improving the future mental and physical health of the population.

Site Description
1.10 To the north of the Site is an industrial area on Cowley Road and former engineering railway depot sidings, on part of which is an active aggregates rail terminal and road stone coating plant. There are currently extensive freight sidings within Chesterton Sidings (within which the Development is proposed). Of these sidings, only five (two down loops and three sidings) are currently in operation. The operational freight arrangements currently comprise 3 operational sidings as follows:

- one siding leased to Freightliner and in the use of Frimstone
- two sidings leased to DB Schenker (‘DBS’) and in the use of La Farge

Vehicular access to the Site and freight sidings is currently gained from Cowley Road. Between the industrial area and the A14 lies the Anglian Water Waste Water Treatment Works (‘WWTW’).

1.11 The eastern boundary is formed by the West Anglian Main Line railway (the Mainline Railway’), providing direct services to London and Stansted Airport, Ely, Peterborough, Kings Lynn, Norwich and Birmingham. Beyond there are some residential caravans and industrial uses accessed from Fen Road, Chesterton. The Mainline Railway is a twin track line and carries freight and passenger services equating to approximately 130 train paths per day.

1.12 To the south is the wider residential area of Chesterton and a CCTV controlled level crossing where Fen Road crosses the Mainline Railway. The level crossing provides the only access to commercial and residential sites to the east of the Site. Both of the tracks are electrified with single track cantilever structures, which were installed in the early 1990s. The sidings are not electrified.

1.13 To the west of the Site is the Cambridge Business Park (‘CBP’), which includes companies such as Autonomy, the BBC and Cambridge Silicone Radio. Buildings are predominantly 2-3 storeys in height, set within generous car parking and landscaped plots. Cambridge Science Park (‘CSP’) lies 750m further to the west with vehicular and cycle access to Milton Road.

National Policy Context
1.14 HIAs are not explicitly required within national policy documents, however great emphasis is placed on the importance of sustainable development. The UK Sustainable Development Strategy Securing the Future sets out five ‘guiding principles’ of sustainable development; one is ‘ensuring a strong, healthy and just society’.
1.15 Included within the National Planning Policy Framework (‘NPPF’) Core Planning Principles, it states that ‘planning should take account of and support local strategies to improve health, social and cultural wellbeing for all’. The NPPF highlights the importance of the promotion of sustainable transport and its contribution to the wider objectives of sustainability and health. It also recognises that the planning system plays an important role in facilitating social interaction and creating healthy, inclusive communities and that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of those who live or work within a locality.

1.16 There is additionally recognition within the NPPF that some new development may result in negative (cumulative) impacts on health and well-being, such as pollution, land contamination, noise and traffic; which will be required to be mitigated against. Emphasis is also made regarding the provision of the required amount of infrastructure, appropriate for that particular scale of development, including that for utilities, drainage, waste management and telecommunications, as well as social infrastructure such as health, community, security and cultural facilities.

1.17 The gaining of Royal Ascent for the Health and Social Care Act (2012) has further cemented the requirement for Joint Strategic Needs Assessments and the establishment of Local Authority Health and Wellbeing Boards.

1.18 National guidance is also provided from the NHS Healthy Urban Development Unit, which has published ‘Watch out for health: A checklist for assessing the health impact of planning proposals’ (2009). This tool has been published to ensure health is properly considered when evaluating and determining proposals.

Local Policy Context

1.19 The Health and Social Care Act 2012 prompted an extensive reorganisation of the National Health Service, by abolishing Primary Care Trusts and Strategic Health Authorities and replacing them with Clinical Commissioning Groups (CCGs). CCGs are clinically led groups that include all of the GP groups in their geographical area. The Cambridgeshire and Peterborough CCG has identified three key priorities for the region which it is already starting to tackle to improve health outcomes for its local residents:

- Improving Older People's Services
- Improving End of Life Care
- Tackling inequalities in Chronic Heart Disease

1.20 Cambridgeshire and Peterborough CCG is made up of eight local commissioning groups which are groups of practices which have come together to commission (buy) health services for their local population. The local commissioning group relevant to the Site is Cambridge Association to Commission Health (CATCH).

1.21 In addition to the three strategic CCG priorities listed above, CATCH has the following local priorities:

- Manage all our contracts effectively
- Live within our means and the budget that we have been given to provide services
- Improve the mental health and well-being of people in our area
- Developing initiatives locally that will deliver excellent health care for our frail and elderly patients
- Work with all our partners to ensure the successful re-development of the Royston Hospital site
- Support clinical education programmes where possible
- Making sure that our GPs and practice staff have all the skills they need to help patients with alcohol related issues
- Establishing a patient group whose role is to represent the interests of the CATCH patient community to help shape commissioning plans and decision-making.

1.22 The Adopted Local Plan for CCiC comprises the Cambridge City Local Plan (2006). The Plan, as part of the objectives set out, aims to ‘promote a safe and healthy environment, whilst minimising the impacts of development upon the environment’. CCiC seek to meet the needs of growth in order to successfully help ‘ensure a better quality of life for residents across the City and the Cambridge Sub-region’. This is acknowledged to ‘help foster healthy, prosperous and sustainable communities’. In new development, ‘walking and cycling are of high priority; being healthy, affordable and sustainable modes of travel’. Policy 4/13, Pollution and Amenity, states that ‘development will only be permitted which, a. does not lead to significant adverse effects on health, the environment and amenity from pollution; or b. which can minimise any significant adverse effects through the use of appropriate reduction or mitigation measures’.

1.23 SCDC Adopted Local Development Framework consists of the Core Strategy (2007); Development Control Policies DPD (2007); Site Specific Policies DPD (2010); and other supporting Supplementary Planning Documents (SPDs). The development principles objectives include DP/e ‘to ensure that major new developments create distinctive, sustainable and healthy environments that meet the needs of residents and users, and contribute towards the creation of vibrant socially inclusive communities’. Policy DP/1, Sustainable Development, of the Development Control Policies DPD states that ‘development will only be permitted where it is demonstrated that it is consistent with the principles of sustainable development’, including that it should, ‘contribute to the creation of mixed and socially inclusive communities and provide for the health, education, recreation, community services and facilities, and social needs of all sections of the community’. This policy also places the requirement for an HIA, to demonstrate that principles of sustainable development have been applied, for major development where the site area is 1 hectare or more.

1.24 The Council recognises that major development may have strategic implications for service provision and they will therefore need to be co-ordinated and phased by the District Council in order to avoid danger to public health or safety through the overloading of water, foul or surface water drainage systems and watercourses. The Travel objectives of the adopted Local development Framework include TR/1, ‘to promote a healthy lifestyle through travel choice’. Policy TR/3, Mitigating Travel Impact, requires new development to mitigate their travel impact, including their environmental impact, such as noise, pollution and impact on amenity and health. This includes ensuring that adequate provision is made for integrated and improved
transport infrastructure or appropriate mitigation measures, through either direct improvements and/or Section 106 contributions.

1.25 A Health Impact Assessment SPD has been prepared and adopted by SCDC, in order to support the requirements of Policy DP/1 Sustainable Development. The purpose of the document is to ensure the creation of healthy and inclusive communities and that health impacts on populations are adequately addressed throughout the development process.

1.26 This HIA has therefore been prepared to acknowledge the national and local requirements for assessment of health impact (positive, neutral or negative) arising from the Development, given that the scale of development exceeds the 1ha threshold and has potential impact that extends beyond a site-specific level.
2.0
BASELINE INFORMATION
2.0 BASELINE INFORMATION

2.1 Baseline information has been obtained from various sources including the Cambridgeshire Joint Strategic Needs Assessment; Department of Health, Public Health Profiles; Cambridgeshire County Council Research Group local authority annual demographic and socio-economic reports; the Cambridgeshire Atlas website; and the Cambridgeshire Insight website. The tables included within this chapter have been obtained from http://www.cambridgeshiresjsna.org.uk/webfm_send/213.

2.2 As the Site lies within the boundaries of both Cambridge City (CCiC) and South Cambridgeshire (SCDC), it is considered prudent to take into account of the information available for these two data sets. Mid 2010 population estimates for CCiC stand at 119,800 and 145,200 for SCDC, see table 2.1. The total population estimate for Cambridgeshire is 605,400. CCiC has a high proportion of 15-34 (students and young professionals); whilst SCDC has a slightly older age profile, with the greatest population group being in the 45-64 age range.

Table 2.1 – Mid 2010 population estimates

2.3 CCiC has seen an 8% growth in the number of households since 2001, with an anticipated increase by a further 31% by 2031. Average house prices in the district are around 30% more expensive than the County average; whilst SCDC contains the second most expensive properties. SCDC has experienced 14% growth in households numbers since 2001 (almost double that of CCiC) and is forecast to increase by a further 35% by 2031.

2.4 Table 2.2 provides an ethnicity profile across the Cambridgeshire authorities and in comparison to the national average. It shows that there is an above average population of ethnic groups within Cambridge, which is the authority area most likely to be directly affected by the Development, but a below average population of ethnic groups within SCDC.
Table 2.2 – Percentage of all people by ethnic group

2.5 In Cambridgeshire Gypsies and Travellers make up almost 1% of the population representing the largest ethnic minority in the county; therefore recognition of their needs is essential. This is particularly relevant to the Site, which is located within close proximity of an established and consented Gypsy and Traveller site along Fen Road, to the east of the Mainline Railway. National evidence demonstrates that Gypsies and Travellers have significantly poorer health status and more self-reported symptoms of ill-health than the rest of the population, with reported health problems being between two and five times more prevalent. The JSNA states that Gypsies and Travellers are likely to have a lower life expectancy, higher infant mortality rate, poorer health outcomes and poorer access to preventative care compared to the general population and there is also evidence that mental health problems are more widespread. There are commonly additional issues around access to health services and a lack of cultural awareness among healthcare staff impacts on this. Literacy problems may also cause difficulties with reading communications such as hospital appointments/results and public health information.

2.6 The prevalence of mental health issues amongst the population is poorly recorded in most instances and therefore definite local figures are largely unavailable. However it has been identified that mental health conditions are strongly linked to social and health inequalities and commonly develop during childhood or early adulthood. Links have also been made with long-term illness or disability, homelessness and crime. The JSNA concludes that ‘the prevalence of mental ill health among the working age population is high in Cambridge City because of the demography, new growth, higher levels of crime, alcohol related harm and suicide’. Mitigation measures include reducing poverty, keeping active, keeping warm, lifelong learning, social connections and community engagement.

2.7 Those aged 65 and over comprise around 65% of Cambridgeshire residents, although higher proportions are living in rural areas. Health of the older population is related to income, living alone and being out of the labour force. Measures to assist older people in Cambridgeshire include advice on income; transport and social inclusion; access to information on services and activities; housing and help in the home.
2.8 Children and young people are said to make up 1 in 5 of the population in Cambridgeshire. The health and well-being of this group is dependent on deprivation and child poverty; access to education; diet; safe environments; and parental status.

2.9 The percentage of pupils gaining 5 or more A*-C grades in SCDC has increased from 64% in 2000 to 69% in 2011. In CCiC the figures are slightly lower at 49% in 2000 rising to 59% in 2011; the national average is 59%.

2.10 Regarding the levels of employment within the Districts, in CCiC the unemployment rate (2010/11) for the economically active (working and seeking work) population aged 16 or over was 5.6%, and 4.0% in SCDC. These figures are both lower than the Cambridgeshire average (6%) and England average (7.7%). In January 2012, 1.9% of the working population in CCiC were claiming Job Seekers Allowance, whilst this figure was lower in SCDC at 1.4%. Again both these figures are lower than the Cambridgeshire (2.2%) and England (4.0%) averages.

2.11 CCiC has the lowest total and per capita CO² emission in the County, whilst SCDC has the highest. These findings correspond with the percentage of the population with no access to a car or van (table 2.3); CCiC had a high figure at 32% and SCDC with 12%. The data for CCiC is understood to be related to better public transport provision and the proximity of households to services and employment.

<table>
<thead>
<tr>
<th>Local authority</th>
<th>No cars or vans available</th>
<th>All households</th>
<th>% with no access to car or van</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge City</td>
<td>13,567</td>
<td>42,649</td>
<td>32%</td>
</tr>
<tr>
<td>East Cambridgeshire</td>
<td>4,399</td>
<td>26,780</td>
<td>15%</td>
</tr>
<tr>
<td>Fenland</td>
<td>6,881</td>
<td>35,194</td>
<td>19%</td>
</tr>
<tr>
<td>Huntingdonshire</td>
<td>8,971</td>
<td>85,060</td>
<td>14%</td>
</tr>
<tr>
<td>South Cambridgeshire</td>
<td>6,179</td>
<td>52,186</td>
<td>12%</td>
</tr>
<tr>
<td>Cambridgeshire</td>
<td>39,977</td>
<td>222,968</td>
<td>18%</td>
</tr>
</tbody>
</table>

Table 2.3 – Number and proportion of all households living in households with no access to a car or van.

2.12 Levels of deprivation are most commonly measured by the Index of Multiple Deprivation (IMD), table 2.4. Each local authority area is attributed a comparative percentage rank. CCiC is Cambridgeshire’s second most deprived local authority area, whilst SCDC is least deprived. Between 2007 and 2010 CCiC has become relatively more deprived, whilst SCDC’s rank has not changed. SCDC is the fifth least deprived local authority in England. However, it is recognised that there are pockets of more and less deprived areas within each district.
2.13 The general health of people in Cambridgeshire is generally better than the England average according to the Department of Health, Health Profiles (2012). On assessment at a local authority level, CCiC is stated as of mixed status, whilst SCDC is generally better than the England average. The NHS Cambridgeshire Cluster Dataset 2010 indicates that the health of CCiC’s population is similar to its Office of National Statistics (ONS) ‘cluster’ – Thriving London Periphery. The health of SCDC’s population is similar or better to its ONS cluster – Prospering Smaller Towns.

2.14 Men born in CCiC have a life expectancy at birth of 78.8 years (2008-2010), which is level with that of the national average, but lower than the County average of 80.1 years, table 2.5. However women in CCiC are expected to live to 83.2 years, which is marginally lower (0.6 years) than the national average. Within SCDC life expectancy figures are higher, at 81.3 years for men and 85.1 for women.

Table 2.4 – The English Indices of Deprivation

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>IMD 2007</th>
<th>Rank (out of 354)</th>
<th>IMD 2010</th>
<th>Rank (out of 326)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge City</td>
<td>13.9</td>
<td>236</td>
<td>15.6</td>
<td>193</td>
</tr>
<tr>
<td>East Cambridgeshire</td>
<td>10.8</td>
<td>285</td>
<td>10.4</td>
<td>280</td>
</tr>
<tr>
<td>Fenland</td>
<td>20.5</td>
<td>139</td>
<td>22.3</td>
<td>112</td>
</tr>
<tr>
<td>Huntingdonshire</td>
<td>9.3</td>
<td>311</td>
<td>10.6</td>
<td>274</td>
</tr>
<tr>
<td>South Cambridgeshire</td>
<td>6.6</td>
<td>350</td>
<td>7.1</td>
<td>322</td>
</tr>
<tr>
<td>Cambridgeshire</td>
<td>11.5</td>
<td>-</td>
<td>12.5</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: The English Indices of Deprivation 2007 and 2010, Department for Communities and Local Government.
Definition: The English Indices of Deprivation include domains at lower super output area (LSOA) for income deprivation, employment deprivation, health deprivation and disability, education, skills and training deprivation, barriers to housing and services housing, living environment deprivation and crime.
Note: LA rank (England): Direct comparisons of local authority ranks between 2007 and 2010 are not possible as there are 28 fewer local authorities in 2010 (326 in total) than 2007 (354 in total). Higher scores indicate greater relative deprivation, as does the lower the rank.

Table 2.5 – Gender Life Expectancy

<table>
<thead>
<tr>
<th>Area</th>
<th>Males</th>
<th>Females</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge</td>
<td>78.8</td>
<td>83.2</td>
</tr>
<tr>
<td>East Cambridgeshi</td>
<td>91.5</td>
<td>84.6</td>
</tr>
<tr>
<td>Fenland</td>
<td>77.5</td>
<td>82.4</td>
</tr>
<tr>
<td>Huntingdonshire</td>
<td>80.5</td>
<td>84.0</td>
</tr>
<tr>
<td>South Cambridgeshi</td>
<td>81.3</td>
<td>85.1</td>
</tr>
<tr>
<td>Cambridgeshire</td>
<td>90.1</td>
<td>83.9</td>
</tr>
<tr>
<td>England</td>
<td>78.6</td>
<td>82.6</td>
</tr>
</tbody>
</table>

Source: Compendium of Clinical and Health Indicators, The NHS Information Centre

2.15 Causes of pre-mature mortality are set out below at a local authority level, table 2.6. For both CCiC and SCDC most of the stated causes are lower or significantly lower than national figures. Those categories higher than England are ‘Suicide and Undetermined Injury’ (CCiC) and ‘Land based transport accidents’ (SCDC); however it is recognised that these data sets are based on small numbers and therefore may lead to significant fluctuations.
Table 2.6 – Causes of Premature Mortality

2.16 Adult smoking in CCiC is 16% and 14% in SCDC; lower than the national figure which stands at 20.7%.

2.17 Childhood obesity in Cambridgeshire, according to figures taken from the National Childhood Measurement Programme (2010/11), stand at 7.7% for Reception year and 16% at Year 6. The figures for CCiC are, respectively, 8.4% (Reception) and 14.2% (Year 6); for SCDC they are 6.2% (Reception) and 12.7% (Year 6). Adult obesity rates in CCiC and SCDC are 17% and 21% respectively, whilst the nationally it rises to 24%. Estimated consumption of five or more portions of fruit or vegetables a day is significantly above national average (29%) in CCiC (37%) and SCDC (34%). Participation in physical activity, 30 minutes moderate intensity participation in sport and active recreation on at least 3 days a week lies at 21.9% in Cambridgeshire between 2010/11. Levels of activity for residents in CCiC and SCDC are higher than the national average of 25% and 25.7% respectively.

2.18 Teenage conception rates (2007-09) at a national level average at 40.2; CCiC overall falls below at 32.1 and SCDC is even lower at a figure of 20.5. However the wards of Milton and East Chesterton were 35.5 and 30.5 respectively.

Public Engagement

2.19 The planning application is supported by a Statement of Community Involvement (SCI) which sets out the pre-application consultation which was carried out by CCoC as part of the Extant Consent. Types of engagement included public exhibitions; dedicated County Council website pages; articles in the Cambridge Evening News; leaflet drops to residents, businesses, doctors, pharmacists and health care centres; posters and promotional banners; social networking site coverage and briefing notes sent to stakeholders. Attendance was also made at meetings of the Milton Parish Council, Old Chesterton Residents Association and the North Area Committee. A walkabout and leaflet distribution was also carried out at the Fen Road traveller site. Survey responses were received from 1257 persons, and the results of these have been published within the SCI.
3.0 ASSESSMENT
3.0 ASSESSMENT

Methodology & Assessment Criteria

3.1. The proposed method of assessment used to establish the potential health and wellbeing impact of the development has been guided by the advice given within the South Cambridgeshire adopted Health Impact Assessment SPD. Links are also made to other documentation which has been prepared in support of the proposed planning application, including the Environmental Statement (which comprises of specific impact-related assessments relevant to health such as Noise and Vibration, Air Quality and Transport and Access), Planning Statement, Design and Access Statement, Socio-Economic Report.

3.2. The assessment carried out has been presented in a matrix format in order to provide a clear and concise presentation of the results. The geographical scope of the assessment is Cambridgeshire, with a focus on the local authority areas of Cambridge City and South Cambridgeshire, as those which cover the full application site area. It is acknowledged that the use of the new railway station will be much wider, however an assessment of the surrounding local residents and workforce is considered appropriate in this instance. Assessment has been made on the potential, and more significant longer terms impacts of the Development, as opposed to the short-term construction phase of the Development.

3.3. The topics used for the assessment have been adapted from the recommended ‘Watch out for health – a guide to healthy sustainable communities’ document. Only those relevant to the Development have been selected i.e. ‘Housing quality’ has been excluded as this is not applicable to the Development. The remaining topics are therefore, Healthy Lifestyles; Access to Work; Accessibility; Food Access; Crime Reduction and Community Safety; Air Quality and Neighbourhood Amenity; Social Cohesion and Social Capital; Public Services; Resource Minimisation; and Climate Change.

3.4. Impact has been initially evaluated/ screened under the following scale:

- The issue is not applicable N/A
- The issue has already been covered previously ^
- No potential significant effects anticipated 0
- Potential significant positive effects +
- Potential significant negative effects -
- Potential effects unknown ?

3.5. It is important to recognise the influence of the identified impacts on particular population groups, which may be affected by the Development. Below is a list of those considered most relevant; however this list is not exhaustive:

- Women W
- Men M
- Minority ethnic people (incl. Gypsy/Travellers, refugees & asylum seekers) ME
3.6. The Cambridge City and South Cambridgeshire Improving Health Partnership previously produced a best practice paper which focused on putting people at the centre of new developments. It is intended as a generic guide to the kind of resources and actions that are required to build social infrastructure and subsequently sustainability into any new community to ensure that it is strong and healthy. One of the results of this research was the production of a set of ‘People Outcomes’, by which schemes are recommended to be periodically assessed against throughout the planning and later stages of the development. The relevant ‘People Outcomes’ have therefore also been highlighted against each of the HIA topic sub-issues:

- People in religious/faith groups R
- Disabled people D
- Older people O
- Children and young people C
- Lesbian, gay, bisexual and transgender people L
- People of low income LI
- People with mental health problems MH
- Homeless people H
- People involved in criminal justice system CJ
- Staff S

PO1 = I can meet new people
PO2 = I can have a say in how things are run around here
PO3 = I can run things around here
PO4 = I can easily get the information I need for health, leisure, transport, education, environment etc.
PO5 = I know who to go to for help with...

3.7. An assessment is provided in Table 3.1 of how the Development relates to the health indicators identified as relevant within the HIA SPD. The assessment is used for both the construction and operational phases of the Development.

3.8. The Development is expected to generate a significant number of positive benefits on health in the local area.

3.9. In terms of Health Lifestyles, the Development will help encourage people to walk and cycle through the creation of new links along the Busway maintenance track and Cowley Road, across the Site and into the existing residential areas to the south west e.g. Moss Bank, Ribston Way, Nuffield Road. Such improvements will expand the existing network of footpaths and cycleways around the north of Cambridge, which currently extend (inter alia) across the A14 towards Milton, along the alignment of the existing Busway, and towards the City Centre via Milton Road. The Development will therefore result in opportunities for walking and cycling, and will therefore promote exercise as part of a healthy lifestyle.
3.10. As part of the Development, a large public square is proposed outside the new Station building, which is expected to be a predominantly paved space combined with a more complex soft landscape palette around the edges. This will combine amenity and herbaceous planting with native species to reflect the pioneer vegetation common of railway sidings. This approach has been co-ordinated with the station building and interchange layout to enhance wayfinding and provide a variety of areas for passengers to take enjoy between stages of their journey. Network Rail will manage the public space, as part of an agreed implementation and management plan (Ecological Management Plan). The creation of new public open space, using high quality materials for both hard and soft landscaping, and aided through an agreed management and maintenance plan, will provide a new healthy lifestyle opportunity for those living in the local area to visit and enjoy.

3.11. In terms of Access to Work, the Development will improve public transport accessibility into the north of Cambridge (and notably the Cambridge Science Park, St John’s Innovation Park, Cambridge Business Park, and other key employers such as Tesco, Cambridge Regional College), and equally away from the north of Cambridge (i.e. for residents) into the City and beyond (to London), by introducing new rail connections, an extension of the Busway across Milton Road up to the new station building, and an extended Citi2 bus route into the Site. It will improve the opportunities to walk and cycle through the creation of c.1,000 new cycle parking spaces and new links along the Busway maintenance track, Cowley Road and residential areas to the south-west.

3.12. For local businesses, the Development will assist in contributing to overall savings in journey time for transport system users against which a value can be attached. These journey time savings are significant and over a 60 year appraisal equate to £43m at 2002 prices and values (DfT requirements). Productivity losses due to congestion are high in both Cambridge City and South Cambridgeshire, and such travel time savings will help to recover lost economic output.

3.13. The Development and land around the Site that will be used in the creation of new hi-tech and business use will generate new job opportunities for residents in the north of Cambridge. This will include a diverse range of construction-related jobs involved in all stages of the project including site clearance, remediation, build and fit-out. A smaller number of jobs will also be available for the operation of the Station (e.g. ticket sales, staff for the retail unit, cleaners, management and surveillance).

3.14. There are also wider economic benefits from transport journey time improvements, especially where these can be said to ‘bring closer together’ similar sectors of the economy so that they may ‘cluster’. In such instances, this clustering effect delivers ‘agglomeration’ benefits to the wider economy as businesses are better able to work together and to draw from a common pool of skilled labour. A recent study of the Cambridge Cluster by SQW found that high-tech businesses consider the optimum time for access to London to be 1 hour. With spatial planning constraints limiting the opportunities to accommodate large
corporate entities near to Cambridge Station, it is imperative for strategic but geographically peripheral employment sites such as Cambridge Science Park to achieve the same level of accessibility.

3.15. The surplus land around the Site will therefore be important in providing this function, through the allocation of land on the sidings and around the WWTW and Cowley Road for new high quality business space. The creation of such development will effectively contribute towards a fourth zone of hi-tech/office space (the other three being the Cambridge Science Park, Cambridge Business Park and St John’s Innovation Park).

3.16. In terms of accessibility, as previously discussed, the Development will deliver a significant number of sustainable transport improvements to the local areas, including new rail connections, extended Busway and normal bus services, and new cycle and pedestrian links. The creation of new opportunities for non-car modes of transport will offer greater levels of choice and therefore contribute in reducing the dependency on car usage.

3.17. Mobility will be improved through the creation of 22 (of the 450 spaces) disabled access parking spaces on site, all located within convenient distance of the Station building. Mobility through the station and onto the trains has also been positively planned, with all concourse and external levels designed so that no ramps are required, all entrances have wide automated doors, and through and through lifts provide step free access via the footbridge from the station building to the platforms.

3.18. Public transport frequency and reliability in the area will be improved. For rail, it is expected that one fast train to and from London will be provided by the existing Kings Cross – Kings Lynn hourly services calling additionally at the site; one semi-fast train per hour to and from London Kings Cross which will be provided by extending a current service which terminates at Cambridge Station through to the Site. The bay platform at the Site will specifically allow for the reversing of this train away from the main lines; one train per hour to and from Norwich (and Cambridge) through additional stops by the Cambridge Norwich service.

3.19. During the peak hours, additional services will also call at the Site including Greater Anglia London Liverpool Street to Ely / Kings Lynn services.

3.20. Services are anticipated to operate from around 05:30 hours through to the last scheduled service The station will operate daily inclusive of Sundays and Bank Holidays except for Christmas Day (and any other days that National Rail services do not operate).

3.21. It is anticipated that the existing bus service CitiZ will be diverted into the site therefore providing a north-south link through the site every 10 minutes between Addenbrookes Hospital, the city centre and Milton.

3.22. It is proposed to provide a taxi and car drop off / pickup area to the north of the site extending close to the station building. The area will comprise of a 100m long section of dedicated access road, leading off from the
car park access, with a turning head at its very end. A 20m long waiting bay will be provided close to the station building to allow space for four cars to wait without impacting on other users (pedestrians, cyclists or other vehicles). During excessively busy periods the 100m long drop off / pickup area will provide space for vehicles to queue before a space is made available in the 20m long bay. Compared with the latest layout at Cambridge Station this 20m long bay exceeds the existing provision at Cambridge Station.

3.23. In terms of Indirect Influences, the Development will ensure effective security and surveillance is carried out at both the construction and operation stages. During construction, the Site will be adequately fenced off from members of the public to prevent people entering. Fencing will be constructed with solid boarding used near houses, where appropriate, to reduce noise. If hoardings are provided bulkhead lights will be fitted where appropriate.

3.24. The provision of gates in the fencing or hoarding shall, as far as practicable, be positioned, constructed and kept shut to minimise noise to nearby properties from the Site direct or from plant entering or leaving the Site. These gates shall provide details of any diversions ahead to the access route, along with 24 hour contact details for the Contractor and the Employer. Notice of any diversions by the Contractor shall also be placed at a suitable enough distance prior its commencement.

3.25. The Contractor will provide an appropriate level of security to monitor the Site. If the Contractor provides Site security cameras, these must be located in positions that will not cause offence to local residents or businesses.

3.26. During Operation, Network Rail will manage security and surveillance across the Site. The Development has been designed in accordance with the relevant Network Rail and Train Operating Company’s Design Standards, which include giving due consideration to station and platform safety.

3.27. There is no requirement for remote monitoring, although the new system will require this facility for possible future requirements. Any requirements for downloading of images will take place within the station telecoms equipment room.

3.28. The system shall be designed in accordance with Network Rail Standard NR/GN/TEL/50017 “CCTV for Stations – Functional, Technical and Operational Requirements” and Greater Anglia’s CCTV Technical Specification.

3.29. An assessment of air quality impacts is contained within the Environmental Statement, and drew the following conclusions:

- Baseline local air quality conditions in the vicinity of the Site are likely to be relatively good compared to other locations away from the Site, where these are near busy and congested roads.
• Increases in traffic associated with construction activities do not meet the criteria for quantitative assessment. The impact of construction traffic on local air quality is therefore likely to be ‘negligible’.

• There are a number of residential properties and private part of the Bramblefields LNR within 350 m of the Site that could be affected temporarily by dust during construction. The contractor would be required to ensure that effective mitigation is applied to control emissions to avoid any adverse impacts, although even with mitigation measures in place the assessment indicates a risk of a ‘slight adverse’ residual impact in relation to residential properties only.

• The assessment of operational phase air quality impacts indicates that increases and reductions in concentrations of NO2 and PM10 with the Development would be ‘imperceptible’. The overall impact on air quality is considered to be of ‘negligible’ significance.

3.30. Noise is discussed in detail as part of the Environmental Statement. A summary of the impacts and the recommendations for addressing impact is set out below:

**Construction Noise**

• Noise levels have been predicted at the closest noise sensitive properties for a range of construction activities, incorporating the likely plant and equipment to be employed during the phases of construction.

• Construction noise from activities on-site could give rise to a significant impact at noise sensitive receptors, especially those within 20m of site during daytime works and all activities during the night.

• However, the results of these predictions indicate that no properties would be eligible for Noise Insulation.

• Where appropriate, temporary noise barriers around the Site would reduce noise levels by up to 10dB, which would reduce all daytime workings, other than track works, to below significant noise levels. In addition, good working practices, as well as minimising the noisiest activities adjacent to noise sensitive properties at night, would minimise the extent of significant construction noise effects. A number of generic noise control measures were described in this report. The Construction Environment Management Plan describes these measures in further detail.

• Night time works will be kept to a minimum, as all disruptive night time works are scheduled to take placed. Similar night time construction works already occur on the railway tracks as a matter of course, in order to replace rails, maintain points, carry out tamping and other noisy activities.

**Construction Vibration**

• The construction of foundations for the new buildings may require piling. In order to reduce the impact from piling, it is anticipated that rotary bored piling is the chosen method of working wherever possible.

**Road traffic noise**

• An increase in traffic flows by 25% or a decrease by 20% would result in a 1 dB noise change. It is expected that the additional road traffic generated by the proposed development would be of
sufficiently low volume not to affect the existing road network, on all but one of the roads. A small
decrease in noise has been predicted on Station Road, Cambridge.

- The impact on the road network has been predicted using noise modelling software, and it is expected
  that the impact from changes in traffic on the road network will result in a negligible change in noise at
  all properties.

**Noise from Station Car Park**

- The resulting daytime noise level from car park activities has been calculated as being a neutral impact
  at all properties, in accordance with the example criteria provided in the IEMA/IOA draft guidelines. Also,
in accordance with BS4142, the noise associated with car park activities is of less than marginal
  significance at all representative receptors.
- A noise barrier is not required to reduce the noise from the car park at the nearest noise sensitive
  properties.

**Noise from PA Announcements**

- In accordance with BS4142, the noise levels from the PA announcements were considered to be of less
  than marginal significance.
- However, all daytime impacts were considered neutral, in accordance with the example criteria provided
  in the IEMA/IOA draft guidelines.
- At night there will be no noise generated by the PA system as it will not operational when the Station is
  closed and the system will not operate between 23:00 and 05:30.

**The Busway and Local Buses**

- The extension to the Busway is predicted to increase noise levels by a perceptible amount at the closest
  noise sensitive properties, Discovery Way and Long Reach Road. This impact is considered negligible, and
  therefore no noise barriers are required to reduce the noise from the buses.

**Railway Noise and Vibration**

- The Development would enable an additional train service to use the railway line. Additional trains are
  unlikely to significantly increase the noise or vibration levels at the nearest noise sensitive receptors. The
  reduced speed of the stopping trains reduces the associated noise and vibration levels.

**Cumulative Impact**

- The cumulative noise impacts were assessed in accordance with the IOA/IEMA example criteria, which
  showed that the increase in noise at the properties on Discovery Way and Long Reach Road would be
  perceptible, but negligible. Therefore, no noise barriers are required for the Development.

3.31. In terms of lighting there is effectively no lighting on the existing Site. The new lighting from the
Development will have an impact on the immediate Site however with the correct approach to the lighting
design there ought to be no negative impact on identified receptors. The receptors likely to receive the most
significant impact are local residents, however with good lighting design practice and appropriate mitigation any impact should be insignificant to the daily living of the residents.

3.32. The Development has the opportunity to improve social cohesion and social capital for a number of different population groups (including Gypsies and Travellers). During the construction phase, a significant number and diverse range of jobs will be available, which will provide an important employment opportunity to all residents within the local area.

3.33. The Development seeks to fundamentally improve access to all groups in and around the north of Cambridge through the creation of new opportunities for affordable, reliable and frequent modes of travel (e.g. rail, bus, walking and cycling). This will help overcome the ‘barrier’ to those who cannot drive, or do not have access to a car, by extending access to key centres for employment, education, health, retail and open space.

3.34. By way of public services and is community involvement encouraged, the Statement of Community Involvement (SCI), attached to the planning application submission, outlined the approach taken and feedback received, from the public consultation undertaken in respect of the Development.

3.35. Consultation with the local community included public exhibitions on the 14th, 15th, 19th and 22nd and 27th November. Other events included attendance at Milton Parish Council meeting on the 5th November, attendance at Old Chesterton Residents Association meeting on the 8th November, a walkabout and leaflet distribution on Fen Road traveller site, and attendance at the North Area Committee. The consultation was also publicized through the County Council’s web site and articles in the Cambridge Evening News.

3.36. An overwhelming positive response to the Development was received, with 90% support for the project from a total number of responses of nearly 1,300. There were however concerns about specific issues including the possibility of station users parking in the surrounding residential area, the potential impact of increased access on Bramblefields Local Nature Reserve, and connectivity into and through the Site. The SCI contains the responses to frequently asked questions by topic which have been published on the County Council’s consultation area of their website.

3.37. The main changes made to the Development as a result of the consultation activities are the relocation of some of the cycle parking towards the north of the site to cater for cyclists arriving down Cowley Road, and some changes to try and provide some additional room for screening close to residential property (if required). Issues relating to the Bramblefields, and whether residents parking will be required in this area, do not affect the design of the Development.

3.38. In terms of Resource Minimisation, waste is discussed in detail in Chapter 13 of the Environmental Statement.
### Table 3.1 – HIA of Development

<table>
<thead>
<tr>
<th>Assessment Criteria</th>
<th>Screening Outcome</th>
<th>Population Groups</th>
<th>People Outcome(s)</th>
<th>Timescale of Impacts</th>
<th>Comments &amp; Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Short-term (construction phase)</td>
<td>Medium-term (2015 to 2025)</td>
</tr>
<tr>
<td>Direct influences</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.7 Healthy Lifestyles - Does the development proposal encourage and promote:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Healthy exercise</td>
<td>+</td>
<td>W, M, ME, R, D, O, C, L, LI, MH, CJ, S</td>
<td>PO1, PO4, PO5</td>
<td>0</td>
<td>+</td>
</tr>
<tr>
<td>Opportunities for play &amp; exercise</td>
<td>+</td>
<td>W, M, ME, R, D, O, C, L, LI, MH, CJ, S</td>
<td>PO1, PO4, PO5</td>
<td>0</td>
<td>+</td>
</tr>
<tr>
<td>Open space, green space &amp; parks</td>
<td>+</td>
<td>W, M, ME, R, D, O, C, L, LI, MH, CJ, S</td>
<td>PO1, PO4, PO5</td>
<td>0</td>
<td>+</td>
</tr>
<tr>
<td>Playing fields</td>
<td>N/A</td>
<td>N/A</td>
<td>N/a</td>
<td>N/a</td>
<td>N/a</td>
</tr>
</tbody>
</table>
and no playing fields will be lost as a result of the Development.

| Manage parks and spaces for all | W, M, ME, R, D, O, C, L, LI, MH, CJ, S | PO1, PO4, PO5 | 0 | + | + | Areas of open space will be created within the Development, mainly in the form of the large public square that surrounds the entrance to the main building, and as green corridors around the Site for landscape and ecological purposes. An Ecological Management Plan will be established for the areas that are provided for ecological mitigation or enhancement. Public areas will be managed by Network Rail. |

### 3.8 Access to Work - Does the development proposal encourage and promote:

| Access to employment & training opportunities | W, M, ME, R, D, O, L, LI, CJ, S | P01, P03, P04, P05 | + | + | + | Provision of the Development in this location will create new sustainable travel opportunities into North Cambridge from the Cambridge Sub-Region and beyond. This will ensure that users to the Site will be within easy walking/cycling distance of the CSP, CBP and St John’s Innovation Park (‘SJIP’), Cambridge Regional College and large employers such as Tesco at Milton. The Development will also create a small number of part time and full time jobs. |

| Diversity in jobs for local residents | W, M, ME, R, D, O, L, LI, CJ, S | P01, P03, P04, P05 | + | 0 | 0 | Provision of the Development in this location will create new sustainable travel opportunities into North Cambridge from the Cambridge Sub-Region and beyond. This will ensure that users to the Site will be within easy walking/cycling distance of the CSP, CBP and St John’s Innovation Park (‘SJIP’), Cambridge Regional College and large employers such as Tesco at Milton. The Development will also create a small number of part time and full time jobs. |
| Provide opportunities for business | + | W, M, ME, R, D, O, L, LI, CJ, S | P01, P03, P04, P05 | 0 | + | + | Provision of the Development in this location is likely to act as a catalyst for further comprehensive commercial-led development in and around the Sidings e.g. parts of the WWTW, the former Park and Ride site and golf driving range. |

### 3.9 Accessibility - Does the development proposal encourage and promote:

| Accessibility | + | W, M, ME, R, D, O, C, L, LI, MH, CJ, S | PO1, PO4, PO5 | 0 | + | + | The nature of the Development, principally as a sustainable transport interchange, will accessibility across Cambridge, the Sub-Region and beyond. The Development will create and enhance cycle and pedestrian linkages around the Site into the wider network around Cambridge, and extend the Busway connection into the Site. Access around the Development will ensure Disabled Access is provided, particularly within the station building itself through the provision of wide automatic doors, ramps and lifts. |

| Mobility | + | W, M, ME, R, D, O, C, L, LI, MH, CJ, S | PO1, PO4, PO5 | 0 | + | + | The nature of the Development, principally as a sustainable transport interchange, will accessibility across Cambridge, the Sub-Region and beyond. The Development will create and enhance cycle and pedestrian linkages around the Site into the wider network around Cambridge, and extend the Busway connection into the Site. Access around the Development will ensure Disabled Access is provided, particularly within the station building itself through the provision of wide automatic doors, ramps and lifts. |

| Public Transport (frequent, | + | W, M, ME, R, D, O, C, | PO1, PO4, PO5 | 0 | + | + | The nature of the Development, principally as a sustainable transport interchange, will accessibility across Cambridge, the Sub-Region and beyond. The Development will create and enhance cycle and pedestrian linkages around the Site into the wider network around Cambridge, and extend the Busway connection into the Site. Access around the Development will ensure Disabled Access is provided, particularly within the station building itself through the provision of wide automatic doors, ramps and lifts. |
reliable and cheap) beyond. The Development will extend the Busway connection into the Site, together with improved ‘normal bus’ access. Service times for train and bus will be frequent e.g. regular 20-minute bus services.

| Reduce Car dependency | W, M, ME, R, D, O, L, LI, MH, CJ, S | PO1, PO4, PO5 | 0 | + | + | The nature of the Development, principally as a sustainable transport interchange, will accessibility across Cambridge, the Sub-Region and beyond. The Development will create and enhance cycle and pedestrian linkages around the Site into the wider network around Cambridge, and extend the Busway connection into the Site. The option of high quality non car-modal travel is expected to encourage many existing car users to change the way they travel and this is likely to reduce car dependency. |
| Minimise the need to travel | W, M, ME, R, D, O, C, L, LI, MH, CJ, S | PO1, PO4, PO5 | 0 | + | + | The clustering of similar industry bases within the locality i.e. CBP, CSP, SJIP, access to a large residential catchment and proximity to a major food superstore, will allow many within Cambridge the opportunity to reduce their normal travel requirements. |
| Pedestrian-friendly and cycle-friendly streets | W, M, ME, R, D, O, C, L, LI, MH, CJ, S | PO1, PO4, PO5 | 0 | + | + | The nature of the Development, principally as a sustainable transport interchange, will accessibility across Cambridge, the Sub-Region and beyond. The Development will create and enhance cycle and pedestrian linkages around the Site into the wider network around Cambridge. The Development provides for a large number of cycle parking spaces that are secure and conveniently located next to the station building. |

Indirect Influences
### 3.11 Crime Reduction and Community Safety - Does the development proposal encourage and promote:

| Effective security and street surveillance | W, M, ME, R, D, O, C, L, Li, MH, CJ, S | P05 | + | + | + | The Development will operate a security program, which is anticipated to include a permanent CCTV system and good lighting. |
| Traffic calming and home zones | N/a | N/a | 0 | 0 | 0 | N/a |

### 3.12 Air Quality and Neighbourhood Amenity - Does the development proposal encourage and promote:

| Air quality & an attractive environment | W, M, ME, R, D, O, C, L, Li, MH, CJ, S | P04, P05 | 0 | 0 | 0 | The Site is not located within an AQMA, and is not expected to result in material harm to air quality within the surrounding area. |
| Good urban design | W, M, ME, R, D, O, C, L, Li, MH, CJ, S | P01, P04, P05 | 0 | + | + | The Development achieves a high quality, distinctive appearance within a modest budget. It will act as a key landmark for the Northern Fringe area. It has been designed with wider masterplanning requirements in mind to avoid prejudicing or sterilising future redevelopment land that will contribute towards the growth of Cambridge. |
| High quality public spaces | W, M, ME, R, D, O, C, L, Li, MH, CJ, S | P01, P04, P05 | 0 | + | + | The Development achieves a high quality, distinctive appearance within a modest budget. It will act as a key landmark for the Northern Fringe area. It has been designed with wider masterplanning requirements in mind to avoid prejudicing or sterilising future redevelopment land that will contribute towards the growth of Cambridge. |
Minimise air and noise pollution and conserve existing quality townscape  

| Social cohesion & social capital | W, M, ME, R, D, O, C, L, LI, MH, CJ, S | P04, P05 | + | + | + | The Site is not located within an AQMA, and is not expected to result in material harm to air quality within the surrounding area. Existing and future noise conditions in and surrounding the Site have also been surveyed and modelled to ensure that adequate mitigation is provided to likely receptors. |

3.13 Social Cohesion & Social Capital - Does the development proposal encourage and promote:

### Social cohesion & social capital

| Social cohesion & social capital | W, M, ME, R, D, O, C, L, LI, MH, CJ, S | P01, P04, P05 | 0 | + | + | The development scheme is expected to contribute positively towards social cohesion and social capital with the local community. Opportunities will exist for provision of employment and links between businesses, local residents and the neighbouring Cambridge Regional College and other school sites to the north of City. |

### Opportunities for social interaction, leisure activities and local empowerment

| Opportunities for social interaction, leisure activities and local empowerment | W, M, ME, R, D, O, C, L, LI, MH, CJ, S | P01, P04, P05 | 0 | + | + | There are a number of opportunities for users of the Development to interact and meet with others, whether that is with employees or local residents in the area or commuters. Social spaces, including benches in landscaped areas, will be provided across the Development. |

### Avoid community severance by major roads or large commercial schemes

| Avoid community severance by major roads or large commercial schemes | W, M, ME, R, D, O, C, L, LI, MH, CJ, S | P01, P04, P05 | 0 | + | + | No severance is anticipated, owing to the careful planning of key routes and spaces within the Site. |
### 3.14 Public Services - Does the development proposal encourage and promote:

<table>
<thead>
<tr>
<th>Are existing health inequalities likely to be reduced</th>
<th>W, M, ME, R, D, O, C, L, LI, MH, CJ, S</th>
<th>P01, P04, P05</th>
<th>0</th>
<th>+</th>
<th>+</th>
<th>The Development will promote accessibility and healthy methods of travel to a range of different population groups.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access to good public services</td>
<td>W, M, ME, R, D, O, C, L, LI, MH, CJ, S</td>
<td>P01, P04, P05</td>
<td>0</td>
<td>+</td>
<td>+</td>
<td>The Development is a transport interchange that will enhance access to public services, including bus, train (directly) or indirectly to local NHS surgeries, schools or libraries.</td>
</tr>
<tr>
<td>The right services in the right place</td>
<td>W, M, ME, R, D, O, C, L, LI, MH, CJ, S</td>
<td>P01, P04, P05</td>
<td>0</td>
<td>+</td>
<td>+</td>
<td>The Development is a transport interchange that will enhance access to public services, including bus, train (directly) or indirectly to local NHS surgeries, schools or libraries.</td>
</tr>
<tr>
<td>Sustainable design and construction in public buildings</td>
<td>W, M, ME, R, D, O, C, L, LI, MH, CJ, S</td>
<td>P01, P04, P05</td>
<td>0</td>
<td>+</td>
<td>+</td>
<td>The Development is expected to achieve a BREEAM Very Good rating for sustainable design and construction.</td>
</tr>
<tr>
<td>Are community facilities provided and is community involvement</td>
<td>W, M, ME, R, D, O, C, L, LI, MH, CJ, S</td>
<td>P01, P04, P05</td>
<td>0</td>
<td>+</td>
<td>+</td>
<td>The nature of the Development is a community facility and extensive public consultation has been carried out across the North of Cambridge.</td>
</tr>
</tbody>
</table>
### 3.15 Resource Minimisation – Does the development proposal encourage and promote:

<table>
<thead>
<tr>
<th>Resource Category</th>
<th>Score</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waste reduction</td>
<td>+</td>
<td>Waste management mitigation measures are proposed for the Development, which are anticipated to divert an estimated 98% of the waste arisings generated from landfill/disposal.</td>
</tr>
<tr>
<td>Minimise energy and water use</td>
<td>+</td>
<td>The Development will seek to achieve BREEAM ‘Very Good’ standard, which captures the need to minimise energy and water use.</td>
</tr>
<tr>
<td>Minimise use of non-renewable resources</td>
<td>+</td>
<td>The Development will seek to achieve BREEAM ‘Very Good’ standard, which captures the need to minimise use of non-renewable resources.</td>
</tr>
<tr>
<td>Promote recycling and waste reduction</td>
<td>+</td>
<td>The Development will seek to achieve BREEAM ‘Very Good’ standard, which captures the need to promote recycling and waste reduction.</td>
</tr>
<tr>
<td>Promote sustainable urban drainage</td>
<td>+</td>
<td>The Development will seek to achieve BREEAM ‘Very Good’ standard, which captures the need to promote sustainable urban drainage. As an example, the Development will include a green/brown roof, to reduce the rainfall run-off rate and act as attenuation for potential flooding incidents.</td>
</tr>
<tr>
<td>Minimise land</td>
<td>+</td>
<td>A Ground Investigation report has been prepared, and it is</td>
</tr>
</tbody>
</table>
recommended that all contaminated soil will be removed from the Site prior to commencement of development for the Station building.

<table>
<thead>
<tr>
<th>Contamination</th>
<th>Climate Change – Does the development proposal encourage and promote:</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/a</td>
<td>Climate stability and minimisation of greenhouse gases</td>
</tr>
<tr>
<td>0</td>
<td>N/a</td>
</tr>
<tr>
<td>+</td>
<td>P04, P05</td>
</tr>
<tr>
<td>+</td>
<td>The Development will seek to achieve BREEAM ‘Very Good’ standard, which captures the need to minimise greenhouse gases and to take account of potential climate change.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Does the development reduce energy use in buildings &amp; transport</th>
<th>N/a</th>
<th>0</th>
<th>+</th>
<th>+</th>
</tr>
</thead>
<tbody>
<tr>
<td>+</td>
<td>P04, P05</td>
<td>The nature of the Development, principally as a sustainable transport interchange, will reduce energy use in Transport. The Development will seek to achieve BREEAM ‘Very Good’ which captures the need to reduce energy use in buildings.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4.0 SUMMARY

4.1. The nature of the Development, principally as a sustainable transport interchange located within the North of Cambridge, is considered likely to result in positive health impacts overall.

4.2. The location for the Development is strategically important given the growth the new Station and Interchange is likely to serve. This will include the Busway connection from the major new settlement at Northstowe, growth around the Northern Fringe, the forthcoming 'Wing' development at Marshalls and the possibility of a major new town at Waterbeach. In the absence of the Development, there would inevitably be a significant impact upon congestion (notably the A14) and subsequent pollution (CO2 emissions, noise), together with less quantifiable impacts upon the local economy (reduction in business through congestion delays). Furthermore, the delivery of major infrastructure in this location is likely to generate significant economic improvements to Cambridge and the Sub-Region, which will generate new employment opportunities and therefore access to jobs from within the local area. Improved prosperity in the local area will have a beneficial impact (direct and indirect impact) upon health to a number of different groups within that local population.

4.3. The improvements to accessibility in and around the area will include rail, bus, cycle and pedestrians, with the opportunity for people to directly access the major existing employment areas of CSP, CBP and SJIP by rail rather than having to exit at Cambridge Station and then travelling onwards by taxi or cycle. The Development will see the extension of the Busway, which will arrive very close to the Station building to ensure access is safe and convenient. The Development will provide a number of new pedestrian and cycle links to embrace the extensive existing network across Cambridge, and will provide 1,000 cycle stores close to the entrance of the station building.

4.4. The option for sustainable public transport travel will benefit health through a range of ways, including accessibility (alternatives to the private car; disabled access within the building and onto platforms), healthy lifestyles (promotion of cycling and walking), social mix and cohesion (through large, well-designed public spaces that will promote interaction), opportunities for new employment, training and community involvement (through proximity to major business hubs of the CSP, CBP and SJIP, Cambridge Regional College and Schools, NHS surgeries and libraries).

4.5. The main benefits are likely to materialise at the point of operation, although there are also likely to be some benefits during the construction period, notably through new construction-related employment opportunities, that may be available to disadvantaged groups.