



Brookgate Land Limited

Cambridge North

Low Emission Strategy

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Version Control and Approval

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I Introduction

I.1 Overview

- 1.1.1 This report has been prepared by PJA on behalf of Brookgate in connection with development at Cambridge North.
- 1.1.2 A request for an Environmental Impact Assessment Scoping opinion in connection with the proposed development was submitted in November 2021. The response on Air Quality included the request to submit a Low Emission Strategy (LES), prepared in line with the requirements of the Greater Cambridge Sustainable Design and Construction SPD 2020, as part of the planning application.

I.2 Scope of the LES

- 1.2.1 The Greater Cambridge Sustainable Design and Construction Supplementary Planning Document (SPD) states that a LES needs to be submitted alongside planning applications for major developments requiring a Transport Assessment (TA) and a Travel Plan. The planning application for Cambridge North is accompanied by both a TA and a Framework Travel Plan, which in turn have informed the preparation of this LES.
- 1.2.2 The SPD states that a LES, *“provides a package of measures to help mitigate the transport impacts of development on local air quality and on climate change.”*
- 1.2.3 Table 3.20 of the SPD sets out the Council’s preferred sustainable transport measures to be included within any LES and has informed the structure of the remainder of this document.



2 Cambridge North Low Emission Strategy

Category	Measures
Electric and Low Emission Vehicles Uptake	
Commercial Development	<p>Each bay within the car parks associated with the commercial element would be provided with an EV charger.</p> <p>Provision for car club cars would be made within the mobility hub on site. Whilst subject to on-going discussion with operators, it is likely that the cars provided would be either hybrid or electric vehicles.</p>
Residential Development	<p>Electric vehicle charging points would be provided for each of the car parking space accessible to residents. Access to a car parking would be charged for on an annual basis.</p> <p>Car club vehicles would be accessible to residents in addition to occupiers of the commercial development on site.</p>
Behavioural Change and Travel Plan	
Modal Shift Facilities and Incentives	<p>To facilitate trips to and from the proposed development by active and sustainable modes of travel, Travel Plans would be implemented within both the commercial and residential elements of the development.</p> <p>A Framework Travel Plan has been prepared as a standalone document and submitted as part of the planning application. Individual occupier Travel Plans would provide a package of measures to encourage staff and residents to use more sustainable modes of transport and encourage alternatives to single-occupancy car-use</p> <p>The core Travel Plan measures are summarised below:</p> <ul style="list-style-type: none"> • Appointment of Travel Plan Coordinators by each commercial occupier and for the residential development • Provision of Travel Plan welcome packs including information on public transport options, walking and cycling maps, cycle hire options etc. • Signposting of cycle parking provision throughout the Proposed Development • Advertising cycle training • Promoting local car share schemes • Promotion of the on-site car club provision
Parking Provision (In line with cycle parking requirements set out in policy TI/3)	
Parking Allocation and Facilities	<p>Car parking provision on site is limited, with levels of provision significantly below those permitted by the local parking standards.</p> <p>Cycle parking would be provided in accordance with policy requirements, including provision of cycle parking spaces for non-standard cycles. Cycle parking for residents and employees would be accommodated within secure stores within the building proposed. Additional visitor cycle parking provision is proposed across the site.</p> <p>Electric vehicle charging points would be provided for all car parking bays associated with the residential development and commercial parking spaces within the building basements.</p>



Category	Measures
	The developer is in discussions with bike sharing and e-scooter operators with a view to accommodating provision for these forms of shared mobility within the site.
Public Transport	
Support for Sustainable and Low Emission Public Transport	<p>The occupier and residential Travel Plans will include measures to incentivise public transport use including information provision and signposting to sources of timetable information.</p> <p>In addition, a number of measures are proposed to enhance the public transport accessibility of the site including:</p> <ul style="list-style-type: none"> • Extended bus stop facilities at Cambridge North station • Provision of a Park and Ride shuttle service connecting the site to the Milton Park and Ride site.
Energy Strategy	
Optimised design	<p>The development minimises public exposure to pollution sources by:</p> <ul style="list-style-type: none"> • Avoiding building configuration along busy roads that inhibits effective pollution dispersion (street canyons) • Introducing green infrastructures to reduce pollutants.
Construction Phase	
Construction Environmental Management Plan (CEMP)	<p>A CEMP would cover impacts to air quality mainly associated with dust and odour. The CEMP would also cover more general environmental health issues such as noise and light pollution.</p> <p>Site activities include plant emissions – measures could include switch-off policy, plant maintenance and alternative fuel use.</p>