

## Cambridge Northern Fringe Area Action Plan Issues and Options 2

### Schedule of changes post South Cambridgeshire Cabinet and Cambridge Planning & Transport Scrutiny Committee.

PAGE	PARA	CHANGE
Throughout document		Amend Title of AAP from <del>Cambridge Northern Fringe East Area Action Plan</del> to: <b><u>North East Cambridge Area Action Plan</u></b>  Note: this change requires many consequential amendments to the document, which are not listed in this schedule.
6	Para 1	Amend Paragraph to read:  'North East Cambridge provides a major opportunity to deliver sustainable development to help support the continued success of Greater Cambridge in a new and innovative way, particularly reflecting the accessibility of the area by public transport, cycling and walking. The area includes a major brownfield site within the urban area of Cambridge and successful business parks for knowledge-based <b><u>and other</u></b> businesses.'
6	Para 2	Add new paragraph after para 2:  <b><u>'The plan is referred to as the 'Cambridge Northern Fringe Area Action Plan' in the Local Development Scheme. Reflecting the more comprehensive vision being envisaged for the area, and the need to integrate development better with surrounding communities, the Councils consider that the plan should be renamed the 'North East Cambridge Area Action Plan', and we ask for your views on this.'</u></b>
8 & 42	Para 13 & 4.4	Amend Vision to read:  ' <b><u>North East</u></b> <del>Cambridge Northern Fringe</del> – A <b><u>socially and economically inclusive</u></b> , thriving, <b><u>and</u></b> low-carbon place for innovative living and working; inherently walkable where everything is on your doorstep.'
8 & 42	Para 13	Amend Objective heading:  A place with a strong identity that successfully integrates into Cambridge, <b><u>bringing economic growth and prosperity that is delivered with social justice and equality.</u></b>
8 & 43	Para 13 & 4.5	Amend objective heading:  'A high quality, healthy, biodiverse place, <b><u>which will be a major contributor to achieving zero carbon in Greater Cambridge by 2050'</u></b>
8 & 43	Para 13 & 4.5	Replace objective heading:  <del>'An adaptable knowledge district'</del>  with  <b><u>'A City Innovation District which will deliver affordable homes,</u></b>

		<b><u>a diverse range of quality jobs and excellent neighbourhood facilities.</u></b> ‘
9	Para 14	Amend final sentence of paragraph:  ‘However to make best use of the land available and to maximise the possibility of creating a self-supporting new neighbourhood, North East Cambridge needs to provide a mix of uses and at a density that creates the best conditions for this to happen, and that creates an excellent and improved knowledge gateway to the City.’
11	Para 26	Amend paragraph: ‘In view of the evidence <b><u>of existing and future highway constraints</u></b> , the emphasis is on seeking a very low share of journeys by car to, from and within the area. A trip budget approach is proposed for <b><u>predicting and monitoring</u></b> car trips, <del>based on the number of journeys the network can accommodate, rather than any particular level of development.</del> <b><u>This essentially identifies the level of car trips that can be accommodated to and from the areas east and west of Milton Road without leading to a severe further impact on the strategic road network. Development is then planned in a way that works within that budget. As the Milton Road area is already congested at peak times, enabling development in this area will need large proportion of trips to, from and within the area to be made by walking, cycling and public transport. This will mean an innovative approach to planning to make the best use of the opportunities provided by this highly accessible site.</u></b> The emphasis also needs to be on designing and planning for a place that makes the best of current technologies and is also future proofed to respond to changing technologies over time and we ask how that can be achieved.’
18	1.13	Amend paragraph:  ‘The Transport Study identified significant transport constraints to the realisation of further growth across the Cambridge Northern Fringe area. In accordance with the findings of the ECTS, it recommends the application of a ‘highway trip budget’ approach. This essentially identifies the level of vehicular trips that can be <del>made</del> <b><u>accommodated</u></b> to and from the areas east and west of Milton Road without leading to a severe further impact on the strategic road network. <del>It is therefore based on the number of trips generated and not any particular level of development</del> <b><u>Development is then planned in a way that works within that budget, rather than allowing car trips to grow proportionately. As the Milton Road area is already congested at peak times, enabling further development in this area will need large proportion of trips to, from and within the area to be made by walking, cycling and public transport. This will mean an innovative approach to planning to make the best use of the opportunities provided by this highly accessible site.</u></b> . The highway trip budget, alongside further mitigation through innovative transport policy measures and other transport infrastructure improvements, will inform the different types and amount of

		development that could be considered through the AAP.’
19	1.18	<p>Amend paragraph and add new paragraphs:</p> <p>‘Responding to the evidence, the Councils’ Local Development Scheme proposes that the AAP now include both <b><u>the area identified in the Local Plans as</u></b> Cambridge Northern Fringe East and the Cambridge Science Park, and be called the Cambridge Northern Fringe Area Action Plan. This <b><u>change</u></b> of area would be subject to consultation, <b><u>and this is covered in chapter 2 of this document.</u></b></p> <p><b><u>The plan is currently referred to as the Cambridge Northern Fringe Area Action Plan in the Councils’ Local Development Scheme. Reflecting the more comprehensive vision being envisaged for the area, and the need to integrate development better with surrounding communities, the Councils consider that the plan should be renamed the ‘North East Cambridge Area Action Plan’, and we ask for your views on this.</u></b></p> <p><b><u>From this point in this document onwards we refer to the Area Action Plan as the North East Cambridge Area Action Plan, and the area being considered as North East Cambridge (NEC).’</u></b></p> <p><b><u>Issue: Naming the Plan</u></b></p> <p><b><u>Question 1: Do you agree with changing the name of the plan to the ‘North East Cambridge Area Action Plan’?’</u></b></p>
43	4.4	<p>Amend 3<sup>rd</sup> sentence:</p> <p>‘Such a vision captures the spirit of enterprise and technological excellence to create a knowledge- gateway to Cambridge and which also reflects the inherent qualities of the Cambridge area.’</p>
46	4.5	<p>Add 2 new objectives under ‘A City Innovation District which will deliver affordable homes, a diverse range of quality jobs and excellent neighbourhood facilities’:</p> <p><b><u>NEC will deliver economic growth and prosperity that achieves social justice and equality.</u></b></p> <p><b><u>NEC will make a significant contribution to the housing needs of the Greater Cambridge area including affordable housing and a range of housing types and tenures.</u></b></p>
47	5.1	<p>Amend 2<sup>nd</sup> sentence:</p> <p>‘To make best use of the land available and to maximise the possibility of creating a self-supporting new neighbourhood, development needs to be at a density that creates the best conditions for this to happen and that creates an excellent and improved knowledge gateway to the City.’</p>
48	5.13	<p>Amend paragraph to read:</p> <p>‘This new city district needs activity and vibrancy to support the</p>

		existing and establishing communities. The <b>leisure and</b> cultural offer to enrich lives is a key component of creating successful places and will be needed for residents, workers and visitors alike. Embedding creativity and culture into the scheme is a vital aspect to the success of the CNF as a new city district with its own identity. A <b>leisure and</b> cultural strategy along with a public art strategy will be needed early in the process to support the overall masterplanning and decision making for the regeneration of the CNF.'
50	5.16	Amend paragraph to read:  'As an innovation district, the CNF needs to capitalise on great links to education facilities in the area to improve links to businesses. Cambridge Regional College (CRC) is a major <b>further and</b> higher education facility with a catchment, which includes Cambridgeshire, Essex, Hertfordshire and Suffolk. The existing CRC site supports 3,000 full-time <b>further and</b> higher education students. Due to its close proximity to the CNF site and the role that the college plays within the immediate and wider area we need to consider how the two can function together and support each other.'
53	Q15	Amend option E -  E - Increasing ease of movement across the sites by opening up opportunities to walk and cycle through areas where this is currently difficult, for example Cambridge business park and the Cambridge Science Park, <b><u>improving access to the Kings Hedges and East Chesterton areas as well as the City beyond.</u></b>
59	5.29	Amend final sentence:  'The role of Milton Road as part of the knowledge gateway to Cambridge is therefore a key consideration.'
64	6.13	Amend 1 <sup>st</sup> bullet:  'The Chisholm Trail, creating a mostly off-road and traffic-free route between Cambridge Station, <b><u>via Abbey,</u></b> and the new Cambridge North Station, <b><u>and beyond to St.Ives and Huntingdon.</u></b>
65	Q25	Amend Question 25:  'Do you agree that the AAP should be seeking a very low share of journeys to be made by car compared to other more sustainable means like walking, and cycling <b><u>and public transport</u></b> to and from, and within the area?'
68	6.26	Amend paragraph to read:  'Effective 'last mile' links from the station and from the busway stops to destinations like the Science Park will be key to the area's success. This potentially could use innovative solutions like autonomous vehicles, <b><u>demand responsive transport, or cycle hire schemes.</u></b>

70	7.3	<p>Amend paragraph to read:</p> <p>‘Employment will form an important part of the mix, <b><u>bringing together a diverse range of business and employment opportunities</u></b> to create a vibrant new district for Cambridge, where there are opportunities <b><u>for existing and new residents</u></b> to live and work in the area, and which responds to the transport constraints and opportunities in the area.’</p>
70	Add new para after 7.3	<p>Add new paragraph under 7.3:</p> <p><b><u>‘As highlighted in chapter 2 of this report, adjoining wards are among the most deprived in Cambridgeshire. Development could also provide opportunities for specific measures to share the benefits of new development with surrounding communities, such as training and employment opportunities.’</u></b></p>
80	9.1	<p>Amend paragraph to read:</p> <p>‘Being primarily an employment area, the current NEC area has little by way of existing retail or local services. The intensification of employment use and substantial new housing will drive a need for new provision. <b><u>North East Cambridge provides an opportunity to deliver new shops, services and infrastructure that can offer opportunity and improve amenities in this part of Cambridge.</u></b> The form and function of this requires careful consideration. The quantity and type of retail and leisure provision should fully meet local needs (residents, businesses and visitors) but should not seek to compete with the City Centre, which will continue to provide higher order services and facilities for this new community.’</p>
80	9.3	<p>Amend paragraph to read:</p> <p>‘A range of community facilities will be required to serve local residents and staff. This will require either new provision on site, or improvements to existing facilities. <b><u>Where these are off site, we will need to consider how these can be easily accessed.</u></b> The Councils are in discussion with service providers on what these needs are, and this will continue as the draft AAP is developed.’</p>
81	9.4	<p>Amend Sentence:</p> <p>‘Active open space often requires facilities and structures to support and promote this use, such as toilets, walkways, run routes, interpretation material, seating, tables, <b><u>children’s playgrounds areas</u></b> and sports fields.’</p>