

Cambridge Southern Fringe Area Action Plan – Issues to be brought back to Council

Relates to Agenda Item 5 / Appendix B of report to Council meeting of 25 November 2005

Agenda page	Policy / Para	Issue raised at Council	Officer Recommendation
99	CSF/9	Members requested that education be specifically listed in Policy CSF/9 and reference be made to the County Council's proposal for a single primary school at Trumpington West to serve the whole development within both South Cambs and Cambridge City.	<p>Revise Policy CSF/9 (2) to read:</p> <p>"2. The development at Trumpington West will make a proportional contribution to the provision of the full range of community services and facilities, education, health and social care facilities, leisure, art and culture identified in the strategy."</p> <p>Add new paragraph after D4.4 to read:</p> <p>"D4.4A The range of community services and facilities needed to serve Trumpington West as a whole will be determined through joint working between the two local planning authorities and the County Council as service provider. Facilities may be located in either the City or South Cambridgeshire depending on detailed masterplanning. The County Council has advised that a single primary school will be provided to serve the whole development at Trumpington West."</p>
105	CSF/10	Add new clause to ensure that no dwellings shall be occupied at Trumpington West until the Addenbrooke's access road is completed and bring back to 9 December meeting.	<p>Add new section 5 to Policy CSF/10 to read:</p> <p>"5. No dwellings at Trumpington West shall be occupied until the Addenbrooke's access road is completed. "</p>
105	CSF/10	Members asked officers to consider how best to include the issue of timing of	In response to debate in Council on 25 November, officers have considered this issue further and recommend that in planning terms, the restriction of construction traffic during peak hours would be

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		<p>development at Trumpington West and in particular concerns that construction traffic should not impact on existing residents. It is not just about the timing of granting planning permission as in Policy CSF/10(1). Members considered that potentially no construction traffic should be allowed until the Addenbrooke's access road is open. Officers suggested that restriction of construction traffic during peak hours could be sufficient to address Members concerns about traffic on Hauxton Road into Cambridge from the M11.</p>	<p>sufficient to meet members concerns and that a complete ban on construction traffic at any time of day before the Addenbrooke's access road is completed would not be commensurate with the issue. It is therefore recommended that the first approach is pursued in the AAP. However, if Members decide otherwise, a potential wording is suggested. In either event, it is considered that this issue would be better included in Policy CSF/22 relating to construction issues.</p> <p>Include a new criterion after 2 in Policy CSF/22 to read:</p> <p>2A. No construction traffic will be permitted to access the site during peak hours to avoid exacerbating existing congestion on Hauxton Road."</p> <p>If Members decide to restrict any construction traffic before the Addenbrooke's access road is completed, the following wording could be used:</p> <p>2A. No construction traffic will be permitted to access the site until the Addenbrooke's access road is open to avoid exacerbating existing congestion on Hauxton Road."</p>
107	D5.5	<p>Members asked Officers to confirm with the County Council that the position stated in paragraph D5.5 is still the current position and bring this back to 9 December meeting, ie. "Once the Guided Busway is developed, it will also provide direct links to</p>	<p>County Council has confirmed this is still the current position.</p>

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		Addenbrooke's Hospital, Cambridge Railway Station and the main centres of attraction within Cambridge."	
136	CSF/17 (4a)	Members asked for the proposed change to the access standard to Local Areas of Plan (LAPs) from 60m to 100m to be brought back to Council on 9 December with further explanation for the change.	Early joint working with the South Cambridgeshire Community Services team on a Recreation and Community SPD for the district has been undertaken to examine delivery of play spaces. It has become apparent that the 60m requirement would result in a large number of individual small LAPs. The slightly higher distance threshold proposed would provide the same amount of recreation space overall but in the form of slightly fewer but larger, more usable areas, and have consequential benefits for future management and maintenance, whilst the impact on accessibility is limited.
156	CSF/22 (1)	Members asked that Shelford Road be included in part 1 of the policy and that it be clarified that there should be no construction traffic through villages.	<p>It is recommended that as this is a general principle relating to construction of new development it would be better to include an additional requirement in Policy DP/6 Construction Methods of the Development Control Policies DPD. (Page 632 of Agenda Item 7 / Appendix F)</p> <p>Add new paragraph to the end of Policy DP/6 of the Development Control Policies DPD to read:</p> <p>"Construction traffic for development at Northstowe, Cambridge East, Cambridge Southern Fringe, Cambridge North West, Cambridge Northern Fringe and Cambourne will be routed to avoid roads passing through villages."</p> <p>Add new sentence to the end of paragraph 3.21 of the Development Control Policies DPD to read:</p>

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			<p data-bbox="994 347 1910 480">“The routing of construction traffic for the major developments is particularly important because of the scale and duration of the development and frequency of vehicle movements and will be required to avoid villages to minimise impacts on existing residents.”</p> <p data-bbox="994 517 1910 715">Policy CSF/22 paragraph 1 relates to haul roads from Hauxton Road to serve the Trumpington West development in South Cambridgeshire. It is not appropriate or necessary to include reference to Shelford Road in this policy. The issue of construction traffic using Shelford Road would be addressed through the proposed change to the Development Control Policies in relation to routing of construction traffic.</p>