

For office use only
Agent number:
Representor number:
Representation number:



Draft North East Cambridge Area Action Plan Consultation 2020

Response Form

How to use this form

If you are able to, please comment online at www.greatercambridgeplanning.org/nec. You can comment on part or all of the Draft Area Action Plan online, and your response can be analysed more quickly and efficiently if you do so.

If you wish to comment using this form, please note we will transcribe all your responses into our online consultation system, and they will be published as part of our consultation feedback.

There are three parts to this form. Please fill in the form electronically or in black ink.

All comments must be received by **5pm on Monday 5 October 2020**. Thank you for taking the time to respond to this consultation.

Part A – Your details

- We ask for your name and postal address because the Councils must comply with national regulations for plan-making. We also ask for contact details but it is optional for you to give these. Please be aware that if you do not provide contact details and 'opt-in' to future notifications, we will not be able to notify you of the future stages of the North East Cambridge Area Action Plan.
- Your name will be published alongside your representations on our website, but your email address, address and phone numbers will not.

Part B - Response to the ten big questions

- This section asks you to answer ten important questions about the Area Action Plan. You can answer some or all.
- Each question has a multiple choice answer and the opportunity to add further comments.

Part C – Comments on specific policies and supporting documents

- You can comment on specific policies in the draft Area Action Plan, and on the draft Sustainability Appraisal, draft Habitats Regulations Assessment and draft Policies Map.
- Please copy this part of the form as many times as you require. You should complete a separate response for each policy or supporting document you wish to comment on.

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or nec@greatercambridgeplanning.org

Part A – Your Details

Please note that we cannot formally register your comments without your name and postal address, because the Councils must comply with national regulations for plan-making.

We also ask for contact details but it is optional for you to give these.

If you do not provide contact details and 'opt-in', we will not be able to notify you of the future stages of the North East Cambridge Area Action Plan.

Name:	Edward leigh	Agent's name: (if applicable)
Name of organisation: (if applicable)	Smarter Cambridge Transport	Name of Agent's organisation: (if applicable)
Address:	██████████ ██████████ ██████████	Agent's Address:
Postcode:	██████████	Postcode:
Email (optional):	██	Email (optional):
Telephone (optional):	██████████	Telephone (optional):

Signature:	Date:	5 October 2020
If you are submitting the form electronically, no signature is required.		

Data Protection

We will treat your data in accordance with our [Privacy Notice](#). Information will be used by South Cambridgeshire District Council and Cambridge City Council solely in relation to the North East Cambridge Area Action Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Comments, including your name, are published on our website, but we do not publish your address or contact details. **By submitting this response form you are agreeing to these conditions.**

The Councils are not allowed to automatically notify you of future consultations unless you 'opt-in'. Do you wish to be kept informed about future planning consultations run by the Greater Cambridge Planning Service on behalf of Cambridge City Council and South Cambridgeshire District Council?

Please tick: Yes No

Part B – Response to the ten big questions

1. What do you think about our vision for North East Cambridge?

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree

- The AAP boundary should include areas, such as Chesterton Fen and Milton Country Park, that will be significantly impacted by this development.
- The AAP must be envisioned and delivered as a co-ordinated entity, not piecemeal. That will require creation of a single landowner and a development corporation in which the local authorities are majority shareholders.

2. Are we creating the right walking and cycling connections to the surrounding areas?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

- Further improvements are needed to permeability for walking and cycling, and reductions in conflicts with motor vehicles at junctions, especially with Milton Rd.
- The AAP must take responsibility for co-ordinating action with Network Rail and other stakeholders to replace road access to Chesterton Fen via Fen Rd level crossing with a new road bridge from Cowley Rd.

3. Are the new 'centres' in the right place and do they include the right mix of activity?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

- Cultural, sporting and leisure amenities would be best sited close to the railway station to widen car-free access from outside NEC.
- The secondary school should be sited so as to ensure that it best provides car-free serves to its catchment population (e.g. in the Science Park, with access from the Busway and Mere Way cycleway, or Cambridge North station, with access by rail, the Chisholm Trail and Waterbeach Greenway).
- Centres should incorporate more cultural, recreational and sporting facilities to serve local needs and address deficiencies (e.g. a swimming pool) in north Cambridge.
- Industrial uses do not mix well with residential in terms of noise, air pollution and HGV traffic through the development.

4. Do we have the right balance between new jobs and new homes?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

- In order to ensure new jobs at NEC do not increase demand for housing outside Greater Cambridge, the ratio of new jobs to new homes must be kept in balance (to date that has been approximately 1.3 jobs per home).
- The build-out of office space and housing must also stick to this ratio in order to avoid temporary housing pressures.
- If the ratio goes out of balance, then there will be more commuting from outside Greater Cambridge, much of which will be by car, increasing traffic congestion, air pollution and carbon emissions in the region.
- Plans must take into account changing working patterns, including home-working, job-sharing and hot-desking. The number of FTE jobs per workplace is likely to rise significantly over coming years.

5. Are we are planning for the right community facilities?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

- NEC should incorporate more cultural, recreational and sporting facilities to serve local needs and address deficiencies (e.g. a swimming pool) in north Cambridge.

6. Do you think that our approach to distributing building heights and densities is appropriate for the location?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

No comment.

7. Are we planning for the right mix of public open spaces?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

- There needs to be much more open and natural space provided within the development.
- Any provision that will be outsourced must be supported by a credible plan to ensure that those areas (e.g. Milton Country Park, Chesterton Fen wetland nature reserve, the River Cam towpath, Ditton Meadows) will not become overcrowded, and that the ecology will not be damaged through overuse.

8. Are we doing enough to improve biodiversity in and around North East Cambridge?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

No comment

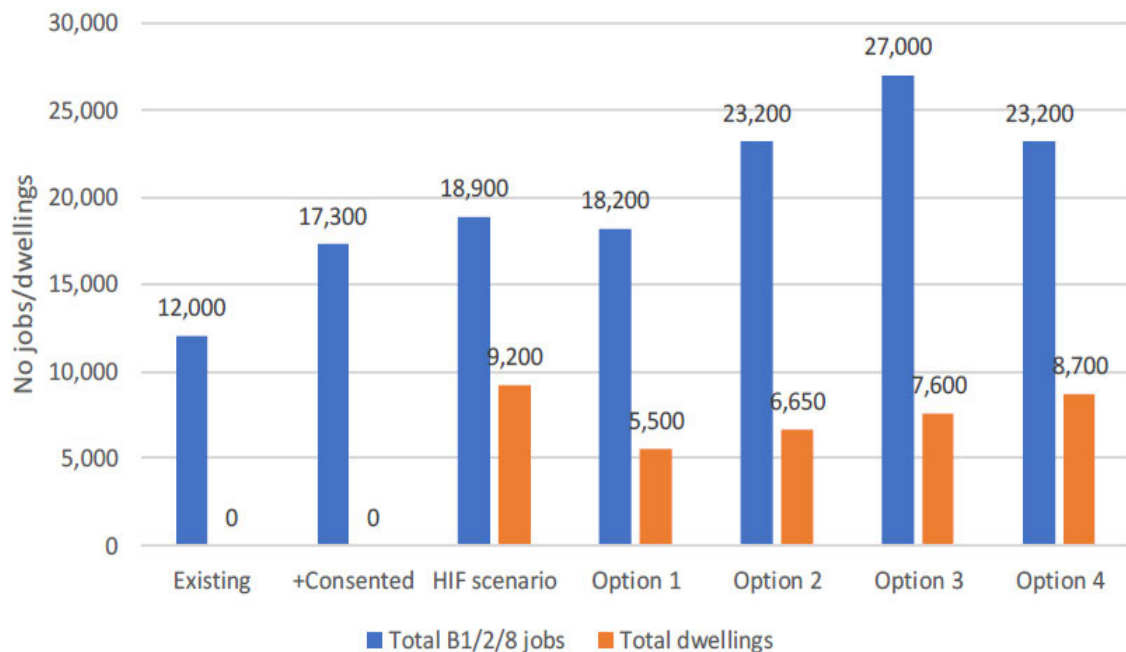
9. Are we doing enough to discourage car travel into this area?

- Yes, completely
- Mostly yes
- Neutral
- Mostly not
- Not at all

- We support the proposed street hierarchy is good, provided it extends to the outer junctions of the development where, in the past, designs have tended to default to maximising capacity and priority for motor vehicles (e.g. Eddington and Darwin Green junctions with Huntingdon Rd and Madingley Rd).
- The use of contemporary data on car parking requirements is largely irrelevant to planning a net-zero development, which will require very different styles of living.
- 0.5 parking spaces per dwelling implies that private car ownership will continue to be the norm for 50% of resident families, couples and sole occupiers. It equates to approximately 4,000 additional cars in the city, sitting unused for, on average, [96.5% of the time](#). That is not efficient or sustainable.
- Car clubs and pools make more efficient use of far fewer cars. The development should be designed around active, public and shared transport, not private car ownership.
- How will a 'car-barn' (multi-storey car park) be kept safe and secure?
- As both technology, social attitudes and employment practices are all changing rapidly, it is imperative that NEC travel needs and options are reviewed regularly through the development of the action, outline and detailed plans.
- There need to be loading bays for deliveries, removals and private un/loading every 40–50m to ensure adequate availability and to eliminate obstructive parking in the carriageway, or on pavements or cycleways).
- Provision of a consolidation hub within the development for business and home deliveries is essential.
- Secure lockers, including refrigerated units, are needed within 100m of every front door to facilitate efficient and flexible home deliveries.
- Though we applaud and support the ambition of the 'trip budget' approach to maintaining current traffic levels, we do not believe its viability has been demonstrated theoretically or practically.
- Setting a ceiling of 4,185 parking spaces for around 32,000 workers (1 space per 7.6 workers) requires an action plan with teeth. Yet there appear to be no practical measures proposed for how to force *existing* sites to reduce parking provision and car trips, yet alone at a faster rate than new homes and offices create additional demand.
- It would be wholly unacceptable for parking to be relocated, say, to an expanded Milton P&R, or some other location in the green belt.

- None of the scenarios modelled in the Transport Evidence Base matches what is being proposed in the AAP (see **Error! Reference source not found.**). Therefore, evidence is lacking that the ‘trip budget’ approach for redistributing road trip demand is viable in theory.

Figure 23: Dwelling and estimated B1/B2 jobs summary per scenario



Source: Project Team / Mott MacDonald

- The “*where possible*” qualification in the strategy is potentially fatal. What happens if existing occupiers of the science and business parks find that removing parking spaces hurts their ability to recruit? If that gives rise to resistance to continuing the phase-out or, worse, a demand to reinstate parking, where does that leave the viability of the unbuilt parts of NEC?

This process gives rise to a range of between 1 space per 84 sqm and 1 space per 128 sqm depending on the scenario, which sit within the range of standards implemented elsewhere, and thus considered an acceptable ceiling. Importantly, however, these implied standards should be considered as maxima, and not targets in their own right, with lower levels of provision adopted wherever possible so that NEC can move towards becoming a less car dominated new urban quarter for Cambridge. Overall this analysis suggests that site-wide employment parking should not exceed 4,185 spaces but that through good design, non-car accessibility, promotion of non-car transport, and active management a lower level should be sought. A site-wide approach to managing and allocating employment-based car parking within this ceiling should be implemented to, **where possible**, reduce building-specific allocations and allow this to be balanced across the site.

10. Are we maximising the role that development at North East Cambridge has to play in responding to the climate crisis?

Yes, completely

Mostly yes

Neutral

Mostly not

Not at all

- There should be no compromise in making this a net zero carbon development (counting embedded carbon). See Mikhail Riches architects' plans for the City of York Council and Goldsmith Street, Norwich.
- If delivery is left to developers, then commercial interests will trump environmental and social, leading to a compromised outcome, as we have witnessed at CB1.

Part C – Comments on specific policies and supporting documents

Document details:	
Which document are you commenting on? (please tick)	<input type="checkbox"/> Draft North East Cambridge Area Action Plan <input type="checkbox"/> Draft Sustainability Appraisal <input type="checkbox"/> Draft Habitats Regulation Assessment <input type="checkbox"/> Draft Policies Map
Policy or section of supporting document that you are commenting on (Please state and be as precise as possible)	
Is your comment (tick one):	<input type="checkbox"/> Support <input type="checkbox"/> Neutral <input type="checkbox"/> Object

Comments:
<p>Please provide your response to the policy of part of the document you are commenting on. This box will automatically enlarge if you need more space.</p> <p>Please copy this page for each policy or part of the document you are responding to.</p>

Completed response forms must be received **by 5pm on Monday 5 October 2020**. These can be sent to us either by:

Email: nec@greatercambridgeplanning.org or post, to:

Greater Cambridge Shared Planning
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