

**CAMBRIDGE NORTHERN FRINGE EAST AREA ACTION PLAN: ISSUES AND OPTIONS CONSULTATION**

**To:** Economy and Environment Committee

**Meeting Date:** 10<sup>th</sup> March 2015

**From:** Executive Director – Economy, Transport and Environment

**Electoral division(s):** East Chesterton and Waterbeach

**Forward Plan ref:** 2015/003      **Key decision:** No

**Purpose:** To consider the key issues arising from the consultation on the Cambridge Northern Fringe East Area Action Plan – Issues and Options report.

**Recommendation:** The Committee is invited to:

- a) Consider and approve the County Council’s consultation response to the Cambridge Northern Fringe East Area Action Plan – Issues and Options as set out in Appendix 3;
- b) Consider a name for the new railway station and Area Action Plan area name as detailed in paragraph 2.4 (iii); and
- c) Delegate to the Executive Director: Economy, Transport and Environment in consultation with the Chairman and Vice-Chairman of the Environment and Economy Committee the authority to make any minor textual changes to the consultation response prior to submission.

<b><i>Officer contact:</i></b>	
Name:	Tanya Sheridan
Post:	Head of Growth & Development
Email:	<a href="mailto:Tanya.sheridan@cambridgeshire.gov.uk">Tanya.sheridan@cambridgeshire.gov.uk</a>
Tel:	01223 728353

## 1. BACKGROUND

- 1.1 The Cambridge Northern Fringe East (CNFE) site is located between the A14 and Chesterton, bounded by the Cambridge – Kings Lynn railway line and Milton Road within the administrative boundaries of Cambridge City and South Cambridgeshire District Councils. The area is ripe for regeneration and is currently characterised by the Water Recycling Centre, rail head and sidings and light industrial units. Appendix 1 contains a plan of the area and surrounding environs.
- 1.2 The Cambridge and South Cambridgeshire Local Plans (submitted March 2014) both propose the development of the Cambridge Northern Fringe East area in a comprehensive and co-ordinated manner for employment led mixed use development for which the catalyst for the regeneration will be the new railway station.
- 1.3 The adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Site Specific Proposals Plan (2012) identifies an area of search for a Household Recycling Centre and a permanent inert waste recycling facility, alongside other new waste technologies where appropriate. County Council's policy in the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Site Specific Proposals Plan (2012) identifies the Lafarge Tarmac railhead as a Transport Zone and designates a Transport Safeguarding Areas around it, placing within it a presumption against any development which could prejudice its use for the transport of mineral and / or waste.
- 1.4 Work has started on producing a joint Cambridge City and South Cambridgeshire District Area Action Plan (AAP) to provide a strong planning framework to guide and control future development. The consultation on the Issues and Options report was held between 8<sup>th</sup> December 2014 and 2<sup>nd</sup> February 2015. Officers responded with comments which are included as Appendix 3 to this report, subject to endorsement by Members at this Committee.
- 1.5 A full copy of the Issues and Options Paper is available on the Cambridge City Council's website or click [here](#).
- 1.6 Once the main issues and options have been considered by the local authorities, a proposed submission AAP will be produced setting out the considered policies for the area. This will be submitted to the Secretary of State for examination alongside representations submitted to the consultations around April 2016. Following examination, the AAP could be adopted in October 2016.
- 1.7 The proposed vision for the AAP is that:-

CNFE will be a vibrant and successful employment led, mixed use neighbourhood, shaped as a whole by the community, and embracing:

- Successful regeneration of the wider area;
- Modern commercial business needs and buildings;
- Sustainable urban living;

- The proposed new railway station and extension to the Cambridgeshire Guided Busway to create new high quality transport gateway and transform the area;
- Opportunities to create a well-connected and vibrant place;
- Opportunities to enhance the environmental assets.

1.8 The development will also ensure that:-

- The new area is supported with the right transport, water, energy, social and community infrastructure;
- The relocation of existing businesses and release of former industrial land for other uses is properly managed and contributes towards creating sustainable communities;
- The regeneration and development of CNFE contributes to the wider growth agenda and shared prosperity of Greater Cambridge;
- The continued presence of strategic aggregates railheads that will facilitate the wider growth of Greater Cambridge;
- Existing and new waste management facilities can be safeguarded and delivered (including Household Recycling Centre and inert waste recycling facility).

1.9 The development will reflect both Councils' (Cambridge City and South Cambridgeshire District) visions for Cambridge's continued growth as an innovative, integrated, fair and sustainable city, whilst supporting sustainable economic growth and providing a high quality of life. The area will be comprehensively planned, but wholly integrated into the fabric of Cambridge.

1.10 The consultation includes 4 options for redevelopment, which are:-

**Option 1: Lower level of redevelopment** – Boulevard approach to new rail station, focus on easily available land; Water Recycling Centre (WRC) to stay; new area for business; early but limited development.

**Option 2: Medium Level of Redevelopment** – As option 1, plus new homes and local centre; more comprehensive redevelopment of areas south of Cowley Road; option for Nuffield Road area to change to offices and or residential.

**Option 3: Higher Level of Redevelopment** – Reconfiguration of water Recycling Centre onto smaller site (subject to technical, operational and financial deliverability) opening up site for large scale redevelopment; Nuffield Road proposed for residential.

**Option 4: Maximum Level of Redevelopment** – WRC relocated off-site to allow for comprehensive redevelopment of site.

1.11 Plans of the four options are attached as Appendix 2.

## 2. MAIN ISSUES

2.1 The Council strongly supports the vision for CNFE and has already committed to the provision of a new railway station, extension to the Cambridgeshire Guided Busway and is proposing a cycle and pedestrian bridge over the River Cam.

2.2 Members are advised that the options proposed bring forward a significantly higher level of demand for trips than was assumed in Local Plan or City Deal

work. This will need further consideration in bringing forward the regeneration of the CNFE AAP area and in assessing the need for wider transport schemes above those already planned.

**2.3 Officers broadly support the policies of the AAP although objections or non-support have been raised in the following areas:-**

- i. The consultation seeks to set the boundary for the AAP area and asks whether part of the Science Park should be included. Officers consider that the Science Park is a strong brand and that including part of it in the AAP could dilute that brand, so it should be kept outside of the AAP.
- ii. Option A – Cowley Road. One of three options for mixed use area with variety of transport uses that will need careful planning to provide conditions that are safe and acceptable. Officers are generally content for shared use of Cowley Road (albeit with off-carriageway cycle/footways), initially for access to the new station, but it is recognised that with all of the proposals this gives the opportunity for improvement and greater segregation.

**2.4 Full comments are set out in Appendix 3, but other salient comments are:-**

- i. Officers consider that to properly assess the transport implications of the development scenarios, transport assessment work will need to be completed to properly inform how the site should come forward. This work is underway for all options under consideration. Measures to mitigate transport impacts will need to be taken into consideration including the impact on the viability of the scheme.
- ii. The Council will expect that any development that comes forward will mitigate its impacts and contribute towards these measures through direct provision and/or developer contributions (Section 106 and/or Community Infrastructure Levy).
- iii. Members are invited to consider questions 6 and 7 which seek recommendations for the name of the railway station and AAP area – (1) Cambridge Science Park Station; (2) Chesterton Interchange; (3) Cambridge North; (4) Cambridge Fen; or (5) other and a name for the AAP area.
- iv. There are viability concerns about options 3 and 4 and a general view that the WRC will be unable to relocate in the short term
- v. Clarification is needed about the risk of flooding in the area and how this is best managed.

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

#### **3.1 Developing the local economy for the benefit of all**

The redevelopment of the area will bring many benefits to the local economy including new housing and supporting infrastructure, business opportunities and improved transport links.

### **3.2 Helping people live healthy and independent lives**

The redevelopment of the area will help support healthy and independent lives through an emerging new community and supporting infrastructure and new pedestrian and cycle linkages.

### **3.3 Supporting and protecting vulnerable people**

The redevelopment of the area will bring many benefits to the local economy including new housing and supporting infrastructure, business opportunities and improved transport links.

## **4. SIGNIFICANT IMPLICATIONS**

### **4.1 Resource Implications**

The following bullet point sets out details of significant implications identified by officers:

- Although CNFE is an important part of the development strategy for the area, the costs of bringing forward the various options must be carefully assessed and managed to ensure the County Council's objectives are fully met. Viability of the scheme will be an important consideration in order to ensure any development is deliverable but also contains all the important services and facilities.

### **4.2 Statutory, Risk and Legal Implications**

There are no significant implications for statutory, risk and legal.

### **4.3 Equality and Diversity Implications**

There are no significant implications for equality and diversity.

### **4.4 Engagement and Consultation Implications**

The following bullet point sets out details of significant implications identified by officers:

- The proposals for CNFE are subject to a robust consultation process. This has included consultation by Cambridge City Council and South Cambridgeshire District Council with a range of statutory and non-statutory consultees, including Parish Councils and the local community (including local public exhibition events).

### **4.5 Localism and Local Member Involvement**

Members and the local community have a number of opportunities to be involved in the redevelopment of this area.

#### 4.6 Public Health Implications

The inclusion of health considerations forms part of the Council's response and would benefit the proposals as they move forward.

#### **SOURCE DOCUMENTS GUIDANCE**

Source Documents	Location
Cambridge Northern Fringe East Area Action Plan – Issues and Options	Room 304, Shire Hall, Cambridge  and  <a href="https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/cnfe-aap-io-issues-and-options-report.pdf">https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/cnfe-aap-io-issues-and-options-report.pdf</a>