

**CAMBRIDGE SOUTH WEST TRAVEL HUB, GREATER CAMBRIDGE
PARTNERSHIP LAND PROPOSALS**

To: Commercial and Investment Committee

Meeting Date: 10th July 2020

From: Chris Malyon, Deputy Chief Executive and Chief Finance Officer

Electoral division(s): Trumpington, Sawston and Shelford

Forward Plan ref: 2020/042 **Key decision:** Yes

Outcome: To consider proposals by the Greater Cambridge Partnership to procure the land needed for the Cambridge South West Travel Hub scheme.

Recommendation: The Commercial and Investment Committee is recommended to agree that Cambridgeshire County Council should acquire the land parcels needed for the Cambridge South West Travel Hub scheme (a scheme being funded and project managed by Greater Cambridge Partnership)

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1. BACKGROUND

- 1.1 The West of Cambridge area is one of the key routes in to Cambridge. It suffers from considerable congestion, particularly at the Cambridge end and the junction with the M11. There are some large development sites on this corridor and it provides a key access route to the Cambridge Biomedical Campus (CBC). Cambridge South West Travel Hub (CSWTH) proposals support the Greater Cambridge Partnership's (GCP) transport vision of creating better, greener transport networks, connecting people to homes, jobs and study, and supporting economic growth.
- 1.2 The CSWTH scheme has been the subject of two public consultations regarding the development and the site options. The project has followed the Department for Transport guidance on the development of major transport schemes. In line with this guidance the project has developed a Strategic Outline Business Case (SOBC) and an Outline Business Case (OBC). At each stage the GCP executive Board, of which Cambridgeshire County Council (CCC) is a member, have recommended that the project proceeds to the next stage of development.
- 1.3 The GCP Executive Board considered a report on the CSWTH on 27th June 2019. Amongst other recommendations made the GCP Executive Board resolved unanimously to:
 - Endorse the recommendation to develop a new site and associated infrastructure necessary for access to the site west of the M11;
 - Approve the preparation and submission of a planning application for the recommended scheme at the new site to the West of the M11 and associated access infrastructure
 - Approve the negotiation of land and rights required for the early delivery of the scheme
- 1.4 The proposed site for the CSWTH is located to the south of M11 Junction 11 and to the west of the A10, and approximately 800m to the south of Trumpington Park & Ride. The site is located within the administrative area of South Cambridgeshire District but close to the border with Cambridge City District. The existing site on which Cambridge South West Travel Hub is proposed to be built, is largely agricultural, comprising fields with drainage ditches, and bounded by vegetation and hedgerows.
- 1.5 The CSWTH will provide dedicated public transport connections to the existing Trumpington Park & Ride (P&R) and the guided bus network into the city and Cambridge Biomedical Campus. The scheme proposals will lead to reduced congestion entering Cambridge from the west. It provides better connections between where people live in villages and where they work. The facility will serve the Addenbrookes Biomedical Campus and Cambridge City Centre.

2 MAIN ISSUES

- 2.1 The existing Trumpington Park and Ride site is located approximately 0.82 kilometres to the north-east of the proposed Travel Hub site. GCP have completed work to expand the facility providing a total 1,614 parking spaces. As outlined above, due to significant growth within the surrounding area, there is now the requirement for an additional park and ride site to reduce the number of cars travelling into the city & to Cambridge Biomedical Campus. The

existing Trumpington Park and Ride site to the north east will be run alongside the new facility.

- 2.2 Following the June 2019 recommendation from the GCP Executive Board officers have begun negotiations with land owners and have now submitted a planning application for the site and are seeking to complete the negotiation of land and rights required for a new site and associated infrastructure necessary for access to the site west of the M11.
- 2.3 Cambridgeshire County Council is the Accountable Body for the GCP, and the GCP as a non-executive body and cannot purchase or own land in its own right, Therefore, although GCP are funding the land purchase, Cambridgeshire County Council is required to purchase the land on behalf of the scheme, and which is why this report is coming to Commercial & Investment Committee. GCP will fully fund the land purchase and build costs and will then transfer responsibility to CCC who will become responsible for the maintenance and operation costs of the site
- 2.4 GCP officers working in conjunction with CCC Strategic Assets have commissioned an independent valuation of the land required for the scheme and negotiate with the landowners. As part of the process the agreed land values have been authorised by the GCP Project Board of which CCC's Assistant Director: Infrastructure & Growth, Infrastructure & Growth and the Strategic Finance Business Partner are senior members. Land owners have agreed the principle of selling the land required to deliver the scheme.
- 2.5 The CSWTH requires 4 separate parcels of land in order to deliver the scheme:
 - Land Parcel 1 – Grosvenor land, with historical land option agreement
 - Land Parcel 2 – Grosvenor land, without land option agreement
 - Land Parcel 3 – Pemberton land
 - Land Parcel 4 – Highways England land

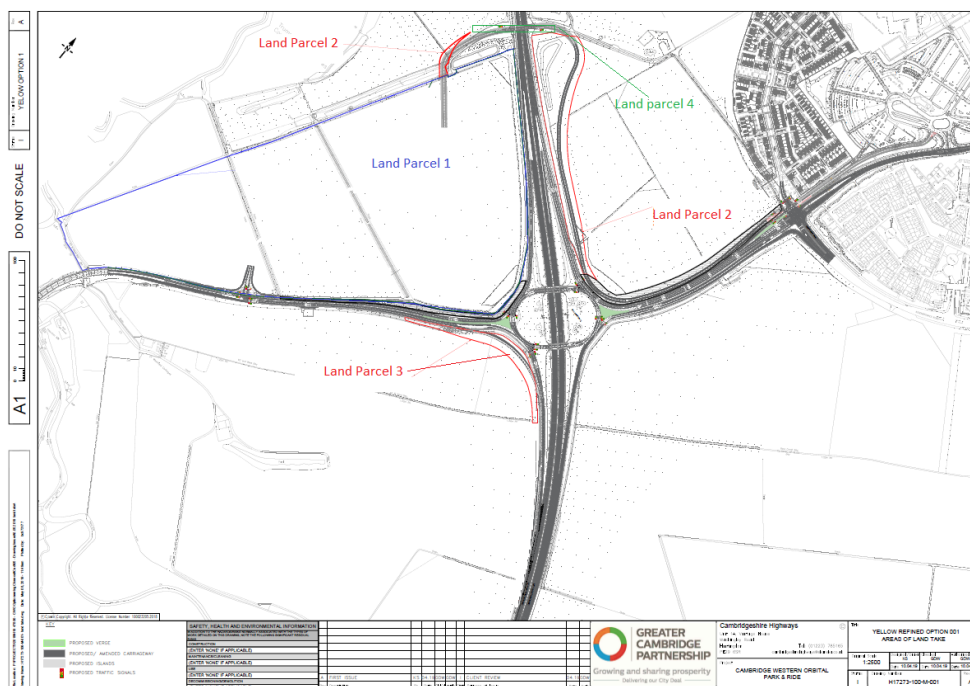


Figure 1: Land required for CSWTH scheme

- 2.6 The terms for acquiring Land Parcel 1 are set out in the Option Agreement between CCC and Grosvenor which completed in 2009. The Option Agreement sets out the basis of the terms (valid for a 15 year period) should CCC wish to acquire the site including the calculation of the purchase price. The Option Agreement transaction was agreed by committee on 22 January 2008 and the authority to subsequently purchase this land has been agreed at the GCP Transport Programme Board on 10 February 2020. Notice to acquire the land has been served in accordance with the Option Agreement. Before the site is built on the land will be farmed under the existing agreement in place.
- 2.7 Land Parcel 2 sits outside the land option area as it allows for public transport to enter the Travel Hub site with minimal interaction with the public highway. This option was chosen as the best performing option as part of the government Outline Business Case (OBC) process which involves extensive public and stakeholder consultation. Whilst the remaining land is in the Green Belt, it has arguably a greater development potential as the majority is adjacent to the existing built boundary of the City. It is against this backdrop that CGP are negotiating to acquire the land on behalf of CCC required for the revised bus route.
- 2.8 Land Parcel 3 allows the extension and widening of the Highways England slip road in order that traffic can be suitably and safely managed exiting the M11 onto the A10 in a westerly direction.
- 2.9 Land Parcel 4 covers the current Highways England agricultural bridge and only requires an approval in principle from Highways England for buses to operate over the Highways England asset.
- 2.10 For the purposes of this report there is only a requirement to seek approval for land parcels 2 and 3. The independent valuation of Land Parcel 2 is such that it constitutes a key decision by this committee. Without all 4 parcels of land it is not possible to build the scheme for which GCP has submitted for planning approval. Once the land is acquired CCC will become the freeholder of all the parcels of land.
- 2.11 The GCP will meet all the costs involved in developing and implementing the proposed scheme including the land costs. The work will be led by GCP working in partnership with the CCC officers and will therefore be done to the standards that CCC would use if undertaking the work itself. Once the works are complete the additional capacity will be operated and managed by the CCC as part of the normal site management.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

- 3.1.1 The proposed development includes substantial new landscaping, including woodland planting around the perimeter of the site. A substantial new biodiversity enhancement area has also been provided to the west of the Travel Hub site. Overall the proposals deliver a 38% Biodiversity Net Gain above the existing site, which is substantially in excess of the 10% DEFRA target requirement.

- 3.1.2 In the Cambridgeshire and Peterborough Combined Authority (CPCA) Local Transport Plan (LTP) for the CPCA area, a travel hub is considered to be “a flexible transport interchange that will allow people greater access to sustainable transport networks.” The CPCA LTP specifically highlights the importance of improving journey time reliability along the A10 / M11 corridors into Cambridge City Centre and, in Policy Theme 13 - delivering a seamless public transport system, explicitly supports the delivery of new and improved integrated, multi-modal transport hubs.
- 3.1.3 The Transport Strategy for Cambridge and South Cambridgeshire (2014) plans for vehicular trips to be intercepted along the A10 through the provision of a new park and ride site. A core ambition of the strategy document, outlined in Policy TSCSC 15, is for the majority of car traffic accessing Cambridge city centre to use travel hubs or park and ride site, to help reduce congestion on the strategic and local road network. The document specifically outlines the need for “New, replacement or improved park and ride capacity and facilities at or near to the existing ring of five sites serving the city”
- 3.2 **Thriving places for people to live**
There are no significant implications for this priority.
- 3.3 **The best start for Cambridgeshire’s children**
There are no significant implications for this priority.
- 3.4 **Net zero carbon emissions for Cambridgeshire by 2050**
- 3.4.1 The inclusion of PV Panels within the design of the site will result in a 38% reduction in carbon emissions across the site. The proposed Electric Vehicle Charging spaces, also promote the use of sustainable mode of travel and all car parking spaces are proposed to be fitted with ducting to allow further electric vehicle charging spaces to be added in the future if demand requires.

4. SIGNIFICANT IMPLICATIONS

- 4.1 **Resource Implications**
GCP will fully fund the land purchase and build costs and will then transfer responsibility to CCC who will become responsible for the maintenance and operation costs of the site.
- 4.2 **Procurement/Contractual/Council Contract Procedure Rules Implications**
There are no significant implications within this category.
- 4.3 **Statutory, Legal and Risk Implications**
GCP will be responsible for all permissions and approvals.
- 4.4 **Equality and Diversity Implications**
If CCC acquire the land an Equality Impact Assessment should be undertaken to consider any potential impact to protected groups.
- 4.5 **Engagement and Communications Implications**
GCP has already undertaken community engagement and will be responsible for all future engagement and communications.

4.6 Localism and Local Member Involvement

There are no significant implications within this category.

4.7 Public Health Implications

There are no significant implications within this category.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Legal Officer: Gus De Silva
Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Tom Bennett
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Peter Blake
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Source Documents	Location
The Greater Cambridge Partnership (GCP) Executive Board, 27 th June 2019.	https://www.greatercambridge.org.uk/