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Cambridge City Council

DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE

To: **Scrutiny Sub Committee Members:** Councillors Sarris (Chair), Gawthrope (Vice-Chair), Ashton, Baigent, C. Smart and Tunnacliffe

Alternates : Councillors Reid and M. Smart

Executive Councillor for Planning Policy and Transport: Councillor Blencowe

Despatched: Monday, 9 November 2015

Date: Tuesday, 17 November 2015

Time: 5.30 pm

Venue: Committee Room 1 & 2 - Guildhall

Contact: Claire Tunnicliffe

Direct Dial: 01223 457013

AGENDA

1 Apologies

To receive any apologies for absence.

2 Declarations of Interest

Members are asked to declare at this stage any interests, which they may have in any of the following items on the agenda. If any member is unsure whether or not they should declare an interest on a particular matter, they are requested to seek advice from the Head of Legal Services **before** the meeting.

3 Minutes

(Pages 7 - 12)

To approve the minutes of the meeting on 16 June 2015.

4 Public Questions

5 Record of Executive Decision

To note the decision taken by the Executive Councillor for Planning Policy and Transport since the last meeting of the Development Plan Scrutiny Sub Committee.

- 5a Cambridgeshire Local Flood Risk Management Strategy
(Pages 13 - 154)

6 Cambridge Local Plan Examination – Consideration of Further Work and Consequential Proposed Modifications (Pages 155 - 164)

Appendices A – J attached separately.

7 Cambridge Northern Fringe East Area Action Plan – Issues and Options Consultation Feedback (Pages 165 - 268)

8 Local Development Scheme 2015 (Pages 269 - 280)

Information for the Public

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The meeting is in the Guildhall on the Market Square (CB2 3QJ).

Between 9 a.m. and 5 p.m. the building is accessible via Peas Hill, Guildhall Street and the Market Square entrances.

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DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE16 June 2015
4.30 - 5.15 pm**Present:** Councillors Sarris (Chair), Gawthrope (Vice-Chair), Ashton, Baigent, C. Smart and Tunnacliffe

Executive Councillor for Planning Policy and Transport: Councillor Blencowe

Officers:

Head of Planning Services: Patsy Dell

Urban Design and Conservation Manager: Glen Richards

Planning Policy Manager, Environment: Sara Saunders

Principal Conservation and Design Officer, Environment: Christian Brady

Senior Sustainability Officer (Design and Construction): Emma Davies

Sustainable Drainage Officer: Simon Bunn

Committee Manager: Claire Tunnicliffe

Others Present:

Cambridge University Representative: Grahame Jenkins

Cambridge University Representative: Paul Milliner

FOR THE INFORMATION OF THE COUNCIL**15/25/DPSCC Apologies**

No apologies were received.

15/26/DPSCC Declarations of Interest

| Name | Item | Reason |
|-------------------|-------------|---|
| Councillor Sarris | | Personal: Employed by Cambridge University. |

15/27/DPSCC Minutes

The minutes of the meeting held on 9 December 2014 were approved as a correct record and signed by the Chair.

15/28/DPSCC Public Questions

There were no public questions.

15/29/DPSCC Draft Cambridgeshire Flooding and Water Supplementary Planning Document (SPD)**Matter for Decision**

To consider the draft Cambridgeshire Flood and Water (SPD), which would sit alongside the Cambridge Local Plan 2014 once adopted.

Decision of Executive Councillor for Planning Policy and Transport

- i. Agreed the content of the draft Cambridgeshire Flood and Water SPD (Appendix A of the Officer's report).
- ii. Agreed that if any amendments were necessary, these should be agreed by the Executive Councillor in consultation with Chair and Spokes of Development Plan Scrutiny Sub Committee.
- iii. Agreed for the draft Cambridgeshire Flood and Water SPD to be subject to public consultation for 6 weeks in September – October 2015.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Senior Sustainability Officer (Design and Construction), Environment.

The report referred to SPD which had been produced in order to support the implementation of flooding and water related policies across all of the Cambridgeshire local planning authorities. For Cambridge, the SPD supported policies 31 (integrated water management and the water cycle) and 32 (flood risk) of the submission version Cambridge Local Plan 2014. It provided detailed guidance on the steps that developers should undertake to ensure that developments were not at risk of flooding or increased the risk of flooding elsewhere.

On its adoption, the Cambridgeshire Flood and Water SPD would have the status of a material consideration when determining planning applications. As the draft SPD had been written to support the Cambridge Local Plan 2014, which was still currently being examined by the Secretary of State, the SPD would be adopted at the same time as, or shortly after, the Local Plan had been adopted. It would not be adopted for use in Cambridge before the Local Plan was adopted.

Comments from the Sub-Committee

- i. Sought clarification regarding the long term management and maintenance of the swales and water courses to ensure that they would not be neglected.
- ii. Asked if the Council had undertaken an audit of the City's various drains and culverts.
- iii. Queried why the consultation did not take place at the same time as the consultation on the Local Plan.
- iv. Enquired if the SPD extended to water features for cultural and aesthetic usage

Officers stated the following

- i. As an example, the City Council had adopted some sustainable drainage systems in public open spaces providing that they were designed in accordance with the design and adoption guide.
- ii. New requirements had been put into place in April 2015, requiring all major developments to utilise sustainable drainage systems. One of the key components of the adoption guide was to ensure that long term maintenance of those features were in place. All future applications should include the maintenance of those features, with consideration to cost and who would be responsible for the upkeep. It could be for the Council to adopt, maintenance companies approved by the developers or in some cases the responsible water authority.
- iii. The Council was responsible for maintaining Hobson's Conduit and the runnels on Trumpington Street. Both of which were maintained on a regular basis but were problematic due to the crossings which regularly collected a large amount of rubbish. Such issues could be learnt from, with developers moving forward to design systems that could easily be maintained and functioned robustly.
- iv. The City Council was currently working with the County Council to set up an asset database for significant flood risks across the City in

accordance with the Public Water Management Act 2010. This would help to define the owner and their responsibilities across the City.

- v. The SPD had been developed in conjunction with each of the Cambridgeshire local planning authorities who were at different stages of producing their Local Plans. The SPD would be adopted after the Local Plan had been adopted. This was not uncommon for SPD's.
- vi. Chapter 6 of the SPD (sustainable drainage features) would allow scope for formal water features. There would be discussions with developers at the pre application stage on this matter to incorporate features rather than hide them away.
- vii. Work would be undertaken on the public realm strategy which would give the opportunity to incorporate water features into the public realm which would be overseen by the Development Plan Scrutiny Sub Committee.

The Committee **resolved** unanimously to endorse the recommendations.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

15/30/DPSCC New Museum's Development Framework Supplementary Planning Document (SPD)

Matter for Decision

To consider the approval of the draft New Museums Site Development Framework SPD.

Decision of Executive Councillor for Planning Policy and Transport

- i. Approved the content of the draft New Museums Site Development Framework SPD (Appendix A of the Officer's Report);
- ii. Agreed that if any amendments were necessary, these should be agreed by the Executive Councillor in consultation with Chair and Spokes of Development Plan Scrutiny Sub Committee;
- iii. Approve the draft New Museums Site Development Framework SPD for public consultation from 13 July to Monday 7 September 2015;

- iv. Approved the consultation arrangements as set out in paragraphs 3.39 to 3.41 and the proposed schedule of consultees in Appendix B of the Officer's report.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Head of Joint Urban Design (Environment),

The report referred to the draft SPD which had been produced in order to set out the joint aspirations of the Council and the University of Cambridge regarding future changes to the site. These should improve the urban form with changes to the public realm, provide better access for all and adopt more sustainable forms of development while respecting the site's heritage and surroundings. Future development on the site offered an opportunity to create an improved, more coherent development and especially to improve the public realm on the site.

Comments from the Sub-Committee

- i. Noted the public consultation ran from 13 July to 7 September, a period when many academics and administration staff would be away and asked if the time frame could be extended so that future and present users of the site could take part in the consultation.
- ii. Queried what improvements had been made to the site to negate the impact of traffic.
- iii. Enquired if the masterplan envisaged a single architect or architectural practice.

Officers and representatives from Cambridge University stated the following:

- i. The masterplan had been developed over a number of years through various Committees which had been cascaded down to staff and academics and a number of exhibitions and information sessions had been held. Therefore the University was confident that the staff and academics had been sufficiently consulted.

- ii. The site had been overdeveloped over a number of years and the aim was to reduce the amount of useable space which would improve access.
- iii. Detailed plans to the improvements for pedestrian access were available for further viewing.
- iv. Changes to access from Downing Street would further be investigated.
- v. A detailed traffic management plan had been put in place to elevate the impact on traffic to the area during construction.
- vi. As each phase of the build came forward there would be a procurement process to allow for open tenders process but the masterplan consultants would be retained.

The Committee **resolved** unanimously to endorse the recommendations.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

The meeting ended at 5.15 pm

CHAIR

| |
|--|
| Cambridgeshire Local Flood Risk Management Strategy |
|--|

| | | | |
|---|---|---------------------|----------------|
| Decision of: | Councillor Kevin Blencowe, Executive Councillor for Planning Policy and Transport | | |
| Reference: | 15/URGENCY/DPSSC/03 | | |
| Date of decision: | 21 August 2015 | Recorded on: | 21 August 2015 |
| Decision Type: | Non Key | | |
| Matter for Decision: | To endorse the content of the Cambridgeshire Local Flood Risk Management Strategy. | | |
| Why the decision had to be made (and any alternative options): | Cambridgeshire County Council requires all of the local authorities in the district to endorse the Flood Risk Management Strategy by the end of August 2015. The Development Plan Scrutiny Sub Committee is not planned to meet until October 2015. Therefore it would not be possible to defer the decision. | | |
| The Executive Councillor's decision(s): | Endorsed the content of the Cambridgeshire Local Flood Risk Management Strategy. | | |
| Reasons for the decision: | As outlined above | | |
| Report: | A report detailing the background is attached. | | |
| Scrutiny consideration: | The Chair and Opposition Spokes were consulted prior to the action being authorised. No adverse comments were made. | | |

Conflicts of interest:

No conflicts of interest were declared by the Executive Councillor.

Comments:

This urgent decision will be reported to the next Development Plan Scrutiny Sub Committee in October 2015.



To: Executive Councillor for Planning Policy and Transport: Councillor Kevin Blencowe
Report by: Head of Planning Services
Relevant scrutiny committee: Development Plan Scrutiny Sub Committee
Wards affected: All Wards

Cambridgeshire Local Flood Risk Management Strategy

Not a Key Decision

1. Executive summary

- 1.1 This report concerns an update to the Cambridgeshire Local Flood Risk Management Strategy (Strategy).
- 1.2 The Strategy has been produced by Cambridgeshire County Council as the lead local flood authority, in conjunction with other flood risk authorities such as the Environment Agency, Anglian Water, Cambridge City Council and other district councils.
- 1.3 The Strategy outlines a number of objectives to manage flood risk in Cambridgeshire, including understanding flood risk in Cambridgeshire, managing the likelihood and impacts of flooding, helping Cambridgeshire's citizens to manage their own risks, ensuring appropriate development and improving flood prediction, warning and post flood recovery.

2. Recommendations

- 2.2 The Executive Councillor is recommended:
 - To endorse the content of the Cambridgeshire Local Flood Risk Management Strategy (Appendix A);

3. Background

Introduction

- 3.1 The Cambridgeshire Local Flood Risk Management Strategy has been developed by Cambridgeshire County Council (as lead local flood authority) in conjunction with other flood risk authorities such as the Environment Agency, Anglian Water, Cambridge City Council and other district councils. The purpose of the Strategy is to outline the objectives and actions in managing flood risk in Cambridgeshire.
- 3.2 There are five objectives outlined in the Strategy and these are:
- Objective 1: Understanding flood risk in Cambridgeshire
 - Objective 2: Managing the likelihood and impacts of flooding
 - Objective 3: Helping Cambridgeshire's citizens to manage their own risks
 - Objective 4: Ensuring appropriate development in Cambridgeshire
 - Objective 5: Improving flood prediction, warning and post flood recovery.

Status

- 3.3 This is an update to the Strategy that was published in 2013.
- 3.4 Although the Strategy will not be formally adopted by Cambridge City Council, there is a duty under the Flood and Water Management Act 2010 for flood risk authorities, of which Cambridge City Council is one, to act consistently with its objectives.

Objectives of the Cambridgeshire Local Flood Risk Management Strategy

- 3.5 Objective 1: Understanding flood risk in Cambridgeshire, this objective outlines the current understanding of flood risk by briefly summarising maps, reports and assessments that have been undertaken by the flood risk management authorities.
- 3.6 Objective 2: Managing the likelihood and impacts of flooding, this objective explains the partnership approach to managing flood risk that is employed in Cambridgeshire. It lists the flood risk management authorities, key stakeholders and outlines their duties and

responsibilities.

- 3.7 Objective 3: Helping Cambridgeshire's citizens to manage their own risk, this objective explains the approach to stakeholder and community engagement.
- 3.8 Objective 4: Ensuring appropriate development in Cambridgeshire, this objective outlines the relationship between local flood risk management and the planning system.
- 3.9 Objective 5: Improving flood prediction, warning and post flood recovery, this objective outlines the approach to responding to flood emergencies and post flood recovery.
- 3.10 There is also a section that explains funding and delivery and central government's current approach and local funding streams.
- 3.11 The final section contains a list of actions that are undertaken by each risk management authority. For Cambridge City Council this includes: adopting an up to date strategic flood risk assessment; adopting an up to date water cycle strategy; designating structures when appropriate; participating in flooding investigations; sharing appropriate information; producing Project Appraisal Reports for grant funding; maintaining the City's awarded watercourses; undertaking appropriate enforcement under the Land Drainage Act 1991; ensuring environmental impacts are considered in flood risk management activities; working with citizens to help them manage their own risk; the adoption of a supplementary planning document for flood risk*; encouraging appropriate development; adhering to the national planning policy guidance; assessing flooding risk in planning and including appropriate policies in local plan making*.

* The Cambridgeshire Flood and Water Management SPD has been drafted and is due to be publicly consulted on with a view to adoption when the new local plan is adopted. The draft local plan contains policies that are consistent with the objectives of the Strategy.

Consultation

- 3.12 Public consultation for the Strategy took place from 3rd June 2015 until the 14th July 2015.

Implications

(a) Financial Implications

There are no direct financial implications arising from this report.

(b) Staffing Implications (if not covered in Consultations Section)

There are no direct staffing implications arising from this report

(c) Equality and Poverty Implications

There are no direct equalities or poverty implications arising from this report. An Equalities Impact Assessment has been prepared by Cambridgeshire County Council for the first publication of the Strategy in 2012. The amendments are not considered to have an impact on the original assessment.

(d) Environmental Implications

The Strategy will help to strategically manage flood risk across Cambridgeshire. The Strategy also highlights that all flood risk management authorities must aim to make a contribution to sustainable development under the Flood and Water Management Act 2010. Overall there should be a positive climate change impact.

(e) Procurement

There are no direct procurement implications arising from this report.

(f) Consultation and communication

Public consultation for the Strategy took place from 3rd June 2015 until the 14th July 2015.

(g) Community Safety

The Strategy will help benefit community safety by having a strategic approach to flood risk management that aims to reduce the risk of flooding and therefore benefitting the community as a whole.

5. Background papers

The following background papers were used in the preparation of this report:

None used.

6. Appendices

- Appendix A – Cambridgeshire Local Flood Risk Management Strategy

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

| | |
|------------------------|--|
| Author's Name: | Simon Bunn |
| Author's Phone Number: | 01223 458529 |
| Author's Email: | simon.bunn@cambridge.gov.uk |

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Cambridgeshire's Local Flood Risk Management Strategy

2015- 2020



Courtesy of Richard Mayer – BBC News

Document information

| | |
|----------------------|---|
| Title | Cambridgeshire Local Strategy for Flood Risk Management |
| Owner | Flood and Water Manager |
| Version | V0.4 |
| Status | Draft report |
| File name | 150421 LFRMS V0.4 |
| File location | \\Ccc.cambridgeshire.gov.uk\data\Et Pln Stratpln\Flood and Water Management\Project Dossier\Project - Local Flood Risk Management Strat\revision for 2015 |

Revision history

| Summary of changes | Completed by | Date | Current version |
|---|--------------|---------|-----------------|
| Figure 6 and Table 1 refreshed to show revised wet spot areas, 3.5 Cambridgeshire's Flood Risk Asset Register section refreshed, 3.6 Flood incident and investigation refreshed, Section 5 refreshed to reflect new legislation. Section 8 refreshed. Appendix 2 updated. Appendix 3 updated. | S Pledger | 05.5.15 | 0.2 |
| General amendments and refresh of out of date information | CFRMP | 29.5.15 | 0.3 |
| Public consultation feedback and minor amendments | S Pledger | 30.7.15 | 0.4 |
| | | | |

Approvals

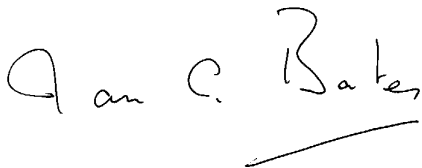
| Name | Title | Signature | Date |
|------------------|---|-----------|------|
| Graham Hughes | Executive Director: Economy, Transport & Environment | | |
| Cllr Steve Count | Leader of the Council | | |
| Cllr Ian Bates | Chair for Economy and Environment Committee, Chair of CFRMP | | |

Foreword

Flooding has a devastating effect on people and communities. The flood events of 2007 resulted in a full review of Flood Risk Management in England by Sir Michael Pitt. Whilst the floods of 2007 did not hit Cambridgeshire hard, the challenges faced in the County, with over 50% of land below sea level, mean we must not be complacent.

The Government's response to Sir Michael Pitt's review resulted in new legislation – the Flood and Water Management Act 2010. This Act defines that all County Councils and Unitary Authorities will take on a new role as the Lead Local Flood Authority. Cambridgeshire County Council became a Lead Local Flood Authority. The Act has enabled strong partnerships to be formed between the Lead Local Flood Authority and the other Flood Risk Management Authorities in Cambridgeshire. We are very proud of the links that the Cambridgeshire Flood Risk Management Partnership has forged.

In line with the Act, our Lead Local Flood Risk Authority set about forming a strategy which not only sets out the important roles each of the Flood Risk Management Partners play; but how collectively we will manage flood risk in Cambridgeshire. We are delighted to see this strategy evolve, and this revised version demonstrates the progress that has been made in dealing with the many challenges of flooding in Cambridgeshire.



Cllr Ian Bates
Chair for Growth and
Environment
Committee

Cllr Steve Count
Leader
Cambridgeshire County
Council

Executive Summary

Flooding can occur at any time and anywhere and is expected to increase due to climate change. Cambridgeshire, as one of the lowest and flattest Counties of England, is very susceptible to flooding. This was evident most recently in August 2014 when just under 300 homes flooded internally following extreme summer storms across Cambridgeshire.

This strategy concurs with the Environment Agency's National Flood and Coastal Erosion Risk Management Strategy.

The strategy has been developed jointly with the members of Cambridgeshire Flood Risk Management Partnership. It encompasses the historical flooding issues in and around Cambridgeshire, focusing on the efficiencies and effectiveness of local solutions within the communities.

Cambridgeshire County has a rich environmental and historical character that must be protected for future generations. The Local Flood Risk Management Strategy recognises this heritage and provides the necessary framework for fostering partnerships between flood risk management officers, particularly in delivering flood risk management schemes.

The strategy sets out the roles and responsibilities of flood risk management partners within the County, highlighting the position of the County Council as the Lead Local Flood Authority under the Flood and Water Management Act 2010.

There are 5 key objectives within the strategy:

- Understanding flood risk in Cambridgeshire;
- Managing the likelihood and impact of flooding;
- Helping Cambridgeshire's citizens to understand and manage their own risk;
- Ensuring appropriate development in Cambridgeshire; and
- Improving flood prediction, warning and post flood recovery.

Though flooding is inevitable, with these key objectives, the strategy aims to coordinate, minimise and manage its impacts within Cambridgeshire.

The strategy explains the various funding avenues for flood risk management activities and emphasises the need for local partnership and contributions in delivering local flood schemes.

Contents

| | | |
|----------|---|-----------|
| 1 | Background | 8 |
| 1.1 | National context | 8 |
| 1.2 | Local Context | 10 |
| 2 | Objective 1: Understanding flood risk in Cambridgeshire | 14 |
| 2.1 | Cambridgeshire | 14 |
| 2.2 | Flooding in Cambridgeshire | 17 |
| 2.3 | Internal Drainage Boards | 19 |
| 2.4 | Flood Risk Management Plans | 20 |
| 2.5 | The Fens | 23 |
| 2.6 | Surface Water Management Plans | 29 |
| 2.7 | Cambridgeshire Preliminary Flood Risk Assessment | 36 |
| 2.8 | Strategic Flood Risk Assessments | 37 |
| 2.9 | Water Cycle Strategies | 38 |
| 2.10 | Sustainable development in flood risk management | 39 |
| 2.11 | Green infrastructure strategy | 40 |
| 2.12 | Strategic Environmental Assessment | 41 |
| 3 | Objective 2: Managing the likelihood and impacts of flooding | 43 |
| 3.1 | Partnership working | 43 |
| 3.2 | Risk Management Authorities | 43 |
| 3.3 | Key Stakeholders responsible for flood risk management | 48 |
| 3.4 | Reporting flood incidents | 50 |
| 3.5 | Cambridgeshire's Flood Risk Asset Register | 51 |
| 3.6 | Flood incident and investigation | 51 |
| 3.7 | Designating assets | 53 |
| 4 | Objective 3: Helping Cambridgeshire's citizens to manage their own risk | 54 |
| 4.1 | Stakeholder and community engagement | 54 |
| 4.2 | Community Impact Assessment | 58 |
| 5 | Objective 4: Ensuring appropriate development in Cambridgeshire | 59 |
| 5.1 | National context | 59 |
| 5.2 | Local context | 60 |
| 5.3 | Plan-making in Cambridgeshire | 61 |
| 5.4 | Cambridgeshire County Council as a Statutory Consultee | 65 |
| 5.5 | Ordinary watercourse consents | 66 |
| 5.6 | Planning enforcement | 68 |
| 5.7 | Water Framework Directive | 68 |
| 6 | Objective 5: Improving flood prediction, warning and post flood recovery | 70 |

| | | |
|----------------|---|-----------|
| 6.1 | Civil Contingency and Community Resilience | 70 |
| 6.2 | Planning for the flood emergency | 71 |
| 6.3 | Response to the flood emergency | 75 |
| 6.4 | Recovery | 76 |
| 7 | Funding and Delivery | 78 |
| 7.1 | Local Context | 78 |
| 7.2 | Funding for new and existing flood alleviation schemes | 78 |
| 7.3 | Funding for flood risk management activities | 80 |
| 8 | Cambridgeshire's Objectives and Actions | 85 |
| | Objective 1: Understanding flood risk in Cambridgeshire | 85 |
| | Objective 2: Managing the likelihood of flooding | 91 |
| | Objective 3: Helping Cambridgeshire's citizens to manage their own risk | 97 |
| | Objective 4: Ensuring appropriate development in Cambridgeshire | 101 |
| | Objective 5: Improving flood prediction, warning and post flood recovery | 105 |
| 9 | Appendices | |
| | Appendix 1 – detailed list of legislation relevant to the development of the strategy | 107 |
| | Appendix 2 – A complete list of all internal drainage boards partly or wholly in Cambridgeshire | 108 |
| | Appendix 3 – Surface Water wet spots in Cambridgeshire | 110 |
| | Appendix 4 – Glossary and Abbreviations | 117 |
| | Appendix 5 – Who is responsible for what when it comes to flooding? | 128 |
| Figures | | |
| Figure 1 | Main settlements and main rivers in Cambridgeshire | 15 |
| Figure 2 | Neighbouring counties and unitary authorities in Cambridgeshire | 18 |
| Figure 3 | Internal drainage board management catchments in Cambridgeshire | 22 |
| Figure 4 | The position of the Fens in Eastern England | 26 |
| Figure 5 | The location of the FRMP | 28 |
| Figure 6 | Top 10 wet spots in Cambridgeshire | 33 |
| Figure 7 | Cambridgeshire and Milton Study Area | 35 |
| Figure 8 | Flooding in Arbury Estate (thought to be 1970) | 36 |
| Figure 9 | Flood zones in Cambridgeshire | 46 |
| Figure 10 | Screen shot of the online interactive map to report flood incidents | 56 |
| Figure 11 | Lamb Drove Sustainable Drainage Scheme | 67 |
| Figure 12 | Defra's funding model | 81 |
| Figure 13 | Gully | 83 |
| Figure 14 | Off let unit | 83 |
| Figure 15 | The various streams of funding and expenditure for flood risk management activities | 84 |

Tables

| | | |
|---------|---|-----|
| Table 1 | Top 10 wet spots in Cambridgeshire | 34 |
| Table 2 | Understanding flood risk in Cambridgeshire | 85 |
| Table 3 | Managing the impacts of flooding | 91 |
| Table 4 | Helping cambridgeshire citizens to manage their own risk | 97 |
| Table 5 | Ensuring appropriate development in Cambridgeshire | 101 |
| Table 6 | Improving flood prediction, warning and post flood recovery | 105 |

1. Background

In England, 5.2 million properties are at risk of flooding. Of these, 1.4 million are at risk from rivers or the sea, 2.8 million are at risk from surface water and 1 million are at risk from both. This risk was realised in many parts of the country during the summer floods of 2007, and most recently in August 2014 when 300 homes flooded in the County.

1.1 National Context

1.1.1 Following the 2007 floods Sir Michael Pitt, commissioned by Government, produced the 'Lessons learned from the 2007 summer floods'. The Government accepted the 92 recommendations made in the report, and in 2010 the recommendations were transposed into UK Law in the form of the Flood and Water Management Act 2010. Under this Act county councils and unitary authorities were given new roles and responsibilities for local flood risk management.

1.1.2 One of the requirements of the Flood and Water Management Act 2010 is for the Environment Agency to 'develop, maintain, apply and monitor a strategy for flood and coastal erosion risk management in England'. The Environment Agency has, jointly with Defra, developed a national strategy that reflects Government policy on flood risk management and related issues. The strategy, entitled a National Flood and Coastal Erosion Risk Management Strategy for England describes what needs to be done by all organisations involved in flood risk management. These organisations include local authorities, Internal Drainage Boards, water and sewerage companies, highway authorities, and the Environment Agency.

1.1.3 The strategy sets out a statutory framework, guiding principles and objectives that will help communities, the public sector and other organisations to work together to manage flood risk. It supports local decision-making and engagement in flood risk management, making sure that risks are managed in a coordinated way both locally, and across catchments. The National Strategy can be found here:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/228898/9780108510366.pdf

1.1.4 The national strategy guiding principles are:

Community focus and partnership working

The flood risk management authorities should work in partnership with communities to understand the community perspective of flooding, help communities understand and actively prepare for the risks and encourage them to have direct involvement in decision-making and risk management

actions. Partnership working is also required to ensure that risk is managed in a coordinated way beyond authority boundaries, for example across catchments, with lead local flood authorities working together.

A catchment based approach

In understanding and managing flood and coastal risks locally, it is essential to consider the impacts on other parts of the catchment. Authorities must seek to avoid passing risk on to others within the catchment without prior agreement.

Sustainability

Flood risk management authorities should support communities by managing risks in ways that take account of all impacts and the whole-life costs¹ of investment in risk management. The risk management solutions should be forward-looking, taking account of potential risks that may arise in the future and be adaptable to climate change. They should also work with natural processes where possible and enhance the environment.

Proportionate, risk-based approaches

It is not technically, economically or environmentally feasible to prevent flooding altogether. A risk-based management approach targets resources to those areas where they have greatest effect. Risk management measures consider both the probability over time of a flood happening and the consequences that might arise if it did, for example by assessing the average annual damages that arise from floods.

Multiple benefits

As well as reducing the risks to people and property, flood risk management can bring significant economic, environmental and social benefits. It can enhance and protect the built, cultural heritage, biodiversity, rural and natural environments by preventing loss and damage to habitats and heritage assets and reducing pollution, for example, through the use of Sustainable Drainage Systems. It can contribute to regeneration and income generation, protect infrastructure and transport links and contribute to economic growth.

Beneficiaries should be encouraged to invest in risk management

The benefits achieved when flood risks are managed are in many cases localised and lead to personal or private gain through the protection of specific individuals, communities and businesses. They can also be public, through the reduction of future costs to society arising from incident recovery. The Government is keen to ensure that wherever possible alternative sources of funding can be secured in each area to reflect the local benefits that would be delivered. Any funding found locally can

¹ Whole life costs refers to the total cost of ownership over the life of an asset.

supplement the amounts available nationally and mean as many communities as possible can be protected.

1.2 Local Context

1.2.1 Under the Flood and Water Management Act 2010, Cambridgeshire County Council is designated as a 'Lead Local Flood Authority' and as such has the responsibility for developing, maintaining and applying a local flood risk strategy in Cambridgeshire. It is intended that local authorities should reflect the content, guiding principles, aims and objectives of the national strategy in the development of their local flood risk management strategies. The development of the strategy has required input from the designated 'Risk Management Authorities' who have a duty to act consistently with the strategy – in Cambridgeshire they are:

- District and City Councils;
- Internal Drainage Boards;
- Anglian Water Services Limited;
- Cambridge Water Company;
- Highway Authority; and
- The Environment Agency.

1.2.2 This strategy will clarify roles and responsibilities for local flood risk, and the duties and permissive powers that Risk Management Authorities have. It will also build on the existing partnerships developed in Cambridgeshire. The strategy will also provide a framework for local communities to develop local partnerships and solutions to the flood risks they face and underpin a partnership approach to funding flood resilience projects.

1.2.3 Although this strategy's remit under the Flood and Water Management Act (2010) is to address flooding from surface water, ground water and ordinary watercourses, this document will also look to provide guidance on other forms of flooding, such as main river; a responsibility of the Environment Agency.

1.2.4 Local Objectives

Reflecting the Government's strategic objectives at a local level, Cambridgeshire's Risk Management Authorities have developed the following objectives for managing flood risk:

The Local Objectives are:

- ***Objective 1: Understanding flood risk in Cambridgeshire;***
- ***Objective 2: Managing the likelihood of flooding;***
- ***Objective 3: Helping Cambridgeshire's citizens to manage their own risk;***
- ***Objective 4: Ensuring appropriate development in Cambridgeshire; and***
- ***Objective 5: Improving flood prediction, warning and post flood recovery.***

These objectives and related actions are discussed in more detail later in this strategy.

1.2.5 The Cambridgeshire Flood Risk Management Partnership

Anticipating the requirements of the Flood and Water Management Act 2010, and noting the Government's response to the Pitt Review recommendations, Cambridgeshire County Council formed Cambridgeshire's Flood Risk Management Partnership in June 2009. The partnership is made up of representatives from Cambridgeshire County Council (including the elected member that sits on the Regional Flood and Coastal Committees), district councils, Environment Agency, Anglian Water Services Ltd, Cambridgeshire's Internal Drainage Boards, Cambridgeshire Fire and Rescue Service and Cambridgeshire Constabulary.

1.2.6 The partnership is responsible for ensuring that the objectives and actions agreed in this strategy are delivered where possible; thus enabling Cambridgeshire County Council to fulfill its leadership role in flood risk management.

1.2.7 The partnership has data sharing agreements in place to ensure that data is handled professionally and confidentially between partners. For example Cambridgeshire County Council and Anglian Water Services have a licence agreement in place that stipulates how data can be shared and used.

1.2.8 The work of the partnership is subject to annual overview and scrutiny by Cambridgeshire County Council's Economy and Environment Committee.

1.2.9 The content of this strategy has been guided by a range of legislative and strategic documents produced by key stakeholders. The documents that have been considered are listed in Appendix 1 - Detailed list of legislation relevant to the development of the strategy.

1.2.10 Regional Flood and Coastal Committees (RFCCs)

The Regional Flood and Coastal Committees have been established to take forward much of the work previously carried out by Regional Flood Defence Committees, with an extended remit to include coastal erosion. They play an important local role in guiding the Environment Agency's flood and coastal activities, approving programmes of work for their areas and continuing to raise local levies under existing arrangements to fund local priorities. It is intended that they will also have a wider role in assisting the review of local authority risk assessments, maps and plans required by the Flood Risk Regulations 2009.

1.2.11 Regional Flood and Coastal Committees help to provide governance for the Environment Agency flood and coastal erosion risk management functions and cover all flood risks that are not the responsibility of the water companies. Membership consists of elected members from the relevant Lead Local Flood Authorities and independent members with relevant experience appointed by the Environment Agency. They have three key purposes:

- To ensure there are coherent plans for identifying, communicating and managing flood and coastal erosion risks across catchments and shorelines;
- To promote efficient, targeted and risk-based investment in flood and coastal erosion risk management that optimises value for money and benefits for local communities. This includes managing the spending of both Government Flood Defence Grant in Aid and Local Levy paid by Lead Local Flood Authorities; and
- To provide a link between the Environment Agency, Lead Local Flood Authorities, other flood risk management authorities and other relevant bodies to engender mutual understanding of flood and coastal erosion risks in its area.

1.2.12 Cambridgeshire is split between two different Regional Flood and Coastal Committees:

- Anglian Northern; and
- Anglian Central.

Regional Flood and Coastal Committees are the key decision making bodies for allocating funding from both Flood Defence Grant in Aid, local levies which are raised from Lead Local Flood Authorities, precepts which are collected from Internal Drainage Boards and general drainage charges which are raised from landowners. These are the key streams of funding for flood alleviation schemes from fluvial, coastal and local flooding. They also contribute towards individual property flood resilience schemes and the river maintenance programme. These committees, therefore, have a

hugely important role in deciding which areas receive support for flood risk management activities. How funding is calculated and allocated is discussed in detail in the 'Funding and Delivery' chapter of this document.

2 Objective 1: Understanding flood risk in Cambridgeshire

2.1 Cambridgeshire

Cambridgeshire is approximately 304,400 hectares in size and is comprised of one upper tier authority - Cambridgeshire County Council and five second tier local authorities: Cambridge City Council; East Cambridgeshire District Council; Fenland District Council; Huntingdonshire District Council; and South Cambridgeshire District Council (see figure 1 – Main settlements and Main Rivers in Cambridgeshire).

- 2.1.1 Cambridgeshire spans two Environment Agency catchments: the 'Cambridgeshire and Bedfordshire' and 'Lincolnshire and Northamptonshire' areas. The majority of Cambridgeshire sits in the 'Cambridgeshire and Bedfordshire' area, although the upper parts of Fenland and Huntingdonshire sit in the 'Lincolnshire and Northamptonshire' area. Cambridgeshire encompasses 62 Internal Drainage Board catchments.
- 2.1.2 The water and sewerage undertaker for the County is Anglian Water Services Limited and Cambridge Water Company also provides water services.
- 2.1.3 The population of the county in 2013 was approximately 635,000 and this is expected to increase by an average of 26% by 2036, with the largest predicted growth in Cambridge City of 28% by 2031. The number of households in 2013 was approximately 262,000 and this is predicted to increase by an average of 26% by 2036.
- 2.1.4 Historically people settled close to a natural water supply. Therefore, many of the large settlements we see today have been built around major river systems, with many properties built on low lying land close to the river, often the natural floodplain. These settlements are typical of urban settlements across the country and are generally at risk from surface water flooding, some settlements being more at risk than others. This risk is made worse by some of these settlements having rivers flowing through them. Urban settlements generally suffer from surface water flood risk due to the historic design of the underground drainage system. Although this is now recognised as a problem and higher design standards are in place, developments in previous decades have not taken higher rainfall events into consideration.
- 2.1.5 There is also a significant historic element to these settlements, which can also be an issue with regards to flood risk management.

- 2.1.6 Much of the northern rural area in Cambridgeshire is known as 'The Fens' which is an area that is artificially drained. The Fens include the lowest lying land in Cambridgeshire, with Holme Fen being not only the lowest point in the County, but also the lowest point in the UK, approximately 2.75m below sea level. Over 50% of the land in Cambridgeshire is below mean sea level and is therefore reliant on pumped drainage. Management of such areas is by Internal Drainage Boards who manage water levels in these areas. Internal Drainage Boards produce policy statements (available via each Internal Drainage Board) that set out the level of protection provided within internal drainage districts and each board's approach to dealing with flood risk management. Internal Drainage Boards are a locally based democratically accountable body. They make local decisions about flood risk management activities and represent a good example of 'localism at work' in Cambridgeshire.
- 2.1.7 Internal Drainage Boards and The Fens are discussed in a separate section later in this chapter.
- 2.1.8 Within Cambridgeshire there is approximately 4995km of ordinary watercourse. The main rivers through the county are the River Great Ouse and its key tributaries, for example the River Cam. The River Nene also flows through the County. Rivers are categorised into main rivers and ordinary watercourses. Main rivers are usually large watercourses but also include smaller watercourses of strategic drainage importance. The Environment Agency is responsible for flood risk management of 'main rivers' and has powers to undertake maintenance and capital work on them. All other smaller watercourses, ditches and streams are classified as ordinary watercourses. The coordination of flood risk management of ordinary watercourses is predominantly the responsibility of Cambridgeshire County Council outside of Internal Drainage Boards districts.
- 2.1.9 The Environment Agency is the statutory undertaker for its own reservoirs, for example the Ouse Washes and the Nene Washes, but it is also the enforcement authority for all reservoirs that come under the Reservoirs Act (1975). For more information on the Environment Agency's reservoir responsibilities see <http://www.environment-agency.gov.uk/business/sectors/118421.aspx>
- 2.1.10 City, district councils, and Internal Drainage Boards have responsibility for maintaining certain watercourses called 'awarded watercourses' across the county. These are generally maintained on an annual basis, or when required, and small blockages are cleared in the watercourses if a riparian owner is not known or not forthcoming. The lower tier authorities also have various flood risk management roles and have developed close working

relationships with residents and local interest groups. The watercourses located within local wildlife sites are also managed appropriately.

- 2.1.11 The City and district councils are also known as local planning authorities, and they are responsible for ensuring developments do not increase flood risk elsewhere and that where ever possible provide an overall reduction in flood risk. They must also each have a Strategic Flood Risk Assessment for their area; this is explored further in section 2.9
- 2.1.12 Cambridgeshire County Council as the local Highways Authority also undertakes work on a risk based approach to regularly inspect and maintain highways structures such as ditches and gullies, to help ensure that they are fit for purpose. Cambridgeshire is bordered by Lincolnshire, Norfolk, Suffolk, Essex, Hertfordshire, Central Bedfordshire, Bedford Borough, Peterborough and Northamptonshire (see Fig 2 – Neighbouring counties and unitary authorities to Cambridgeshire).

2.2 Flooding in Cambridgeshire

- 2.2.1 The Environment Agency has produced maps that show fluvial and tidal flooding, and it has undertaken detailed Hazard Mapping for locations in Cambridgeshire.
- 2.2.2 The flood maps for planning show current flood risk and use the best available flooding data from rivers and the sea. The Flood Maps for Surface Water are hosted by the EA but they are updated with data from Cambridgeshire County Council who also review them. The flood maps show:
- Flood zones:
 - Flood zone 1: Areas with low probability of flooding;
 - Flood zone 2: Areas with medium probability of flooding;
 - Flood zone 3: (a) Areas with high probability of flooding, (b) Functional floodplain (where water regularly flows when overtopping river banks);
 - Flood defences and the areas they benefit; and
 - The likelihood of flooding – low, moderate or significant.
- 2.2.3 These flood maps are not sufficiently detailed to show the risk of flooding to an individual property or specific site. However, Flood zones are used as part of the local planning authority development considerations (see Fig 3 – Flood zones in Cambridgeshire).



Figure 2 Neighbouring counties and unitary authorities in Cambridgeshire

- 2.2.4 British Geological Survey (BGS) mapping identifies approximately 26% of Cambridgeshire as being at a very high or high risk of groundwater flooding based on their areas Susceptible to Groundwater Flooding dataset. However, the BGS note that the susceptibility data is suitable to establish relative, but not absolute, risk of groundwater flooding at a resolution of greater than a few hundred metres. In all cases it is strongly recommended that the data is used in conjunction with other groundwater flooding data.
- 2.2.5 In addition, the susceptibility data should not be used on its own to make planning decisions at any scale, and cannot be used on its own to indicate risk of groundwater flooding.
- 2.2.6 Cambridgeshire has suffered from six recorded large scale flood events in recent years, these being:
- March 1947;
 - September 1968;
 - May 1978;
 - Easter 1998;
 - October 2001;
 - Summer 2012;
 - August 2014; and
 - July 2015.
- 2.2.7 These flood events resulted from a combination of flooding from various sources, including main rivers, surface water, sewer flooding and ordinary watercourses. With respect to flooding resulting from ordinary watercourses, it is likely that a combination of factors, for example, surface water flooding and flooding from ordinary watercourses can occur when there are capacity issues with the main rivers that they flow into.

2.3 Internal Drainage Boards (IDBs)

- 2.3.1 IDBs have an important role in reducing flood risk through management of water levels and drainage in their districts. Much of their work involves the maintenance of rivers, drainage channels, ordinary watercourses, pumping stations and other critical infrastructure within their districts. Some IDBs date back to 1252; however, the majority of today's IDBs were established by the national government following the passing of the Land Drainage Act 1930, and today predominantly operate under the Land Drainage Act 1991 under which an IDB is required to exercise a general supervision over all matters relating to water level management of land within its district.

- 2.3.2 Historically, there were 63 IDBs within Cambridgeshire prior to the amalgamation of a number of IDBs within the county. They have permissive powers to undertake water level management within drainage districts. The area of an Internal Drainage Board is not determined by county boundaries, but by water catchment areas within a given region.
- 2.3.3 The role of Internal Drainage Board in the management of flood risk within Cambridgeshire is vital. Figure 4 shows the areas in which Drainage Boards within Cambridgeshire operate. Appendix 2 lists the Internal Drainage Boards within Cambridgeshire.
- 2.4 Flood Risk Management Plans (FRMPs)**
- 2.4.1 The Environment Agency has developed Catchment Flood Management Plans for the Anglian Region with the aim of taking a broad view of flood risk at catchment level over the next 100 years. Catchment Flood Management Plans help the Environment Agency to understand the scale and extent of flooding now and in the future and set policies for managing flood risk within the catchment. Recently the Environment Agency announced that it would be producing Flood Risk Management Plans (FRMPs) for each river basin district, that highlight the hazards and risks of flooding from rivers, the sea, surface water, groundwater and reservoirs, and set out how RMAs work together with communities to manage flood risk. The draft FRMP was published for consultation in October 2014. The Environment Agency is reviewing the consultation, and will publish the final FRMP in December 2015.
- 2.4.2 Flood Risk Management Plans must include:
- a map showing the boundaries of the Flood Risk Area;
 - the conclusions drawn from the flood hazard and risk maps;
 - flood risk management objectives;
 - proposed measures for achieving those objectives;
 - a report of the consultation; and
 - where appropriate, information about how the FRMP measures and corresponding River Basin Management Plan (RBMP) measures will be co-ordinated.
- 2.4.3 Much of the background information and actions from the Catchment Flood Management Plans CFMPs has been transferred into and taken forward in the new FRMPs. In the Cambridgeshire and Bedfordshire Area, the EA has taken forward all actions from the Great Ouse CFMP and the Nene CFMP which remain relevant, and removed actions which have either been completed or are no longer going forward.
- 2.4.4 The FRMP considers on-going, agreed and proposed measures for each of the following catchments in the Anglian RBD:

- Broadland Rivers
- Cam and Ely Ouse (including South Level)
- Combined Essex
- East Suffolk
- Nene
- North Norfolk
- North West Norfolk
- Old Bedford and Middle Level
- Upper Ouse and Bedford
- Welland
- Witham

2.4.5 The FRMP covers the River Great Ouse catchment, which starts in Northamptonshire near Brackley and passes through several towns before it crosses the Fens and flows into The Wash downstream of King's Lynn. The catchment includes other significant rivers such as the Cam that runs through Cambridge. The Nene catchment is located in the east of England. It extends from around Daventry eastwards through Northampton, Wellingborough and Peterborough to its outfall into The Wash. The catchment encompasses part of the Fens in Fenland and Huntingdonshire District Council's boundaries. Figure 6 shows the location and extent of the FRMP area.

2.4.6 The downstream limit of the Cambridgeshire and Bedfordshire, and Nene catchments in the FRMP are located on the coast. The FRMP, therefore also considers tidal flood risk. The overall plan area is about 27,890km² and has a population of around six million people.

2.4.7 Although there are large centres of population such as Milton Keynes, Cambridge, Bedford, Ely and King's Lynn along with market towns such as St Neots and St Ives the area is largely rural. Over half of the grade 1 and 2 agricultural land in England is present in the Anglian region.

2.4.8 The final FRMP will be published in December 2015.

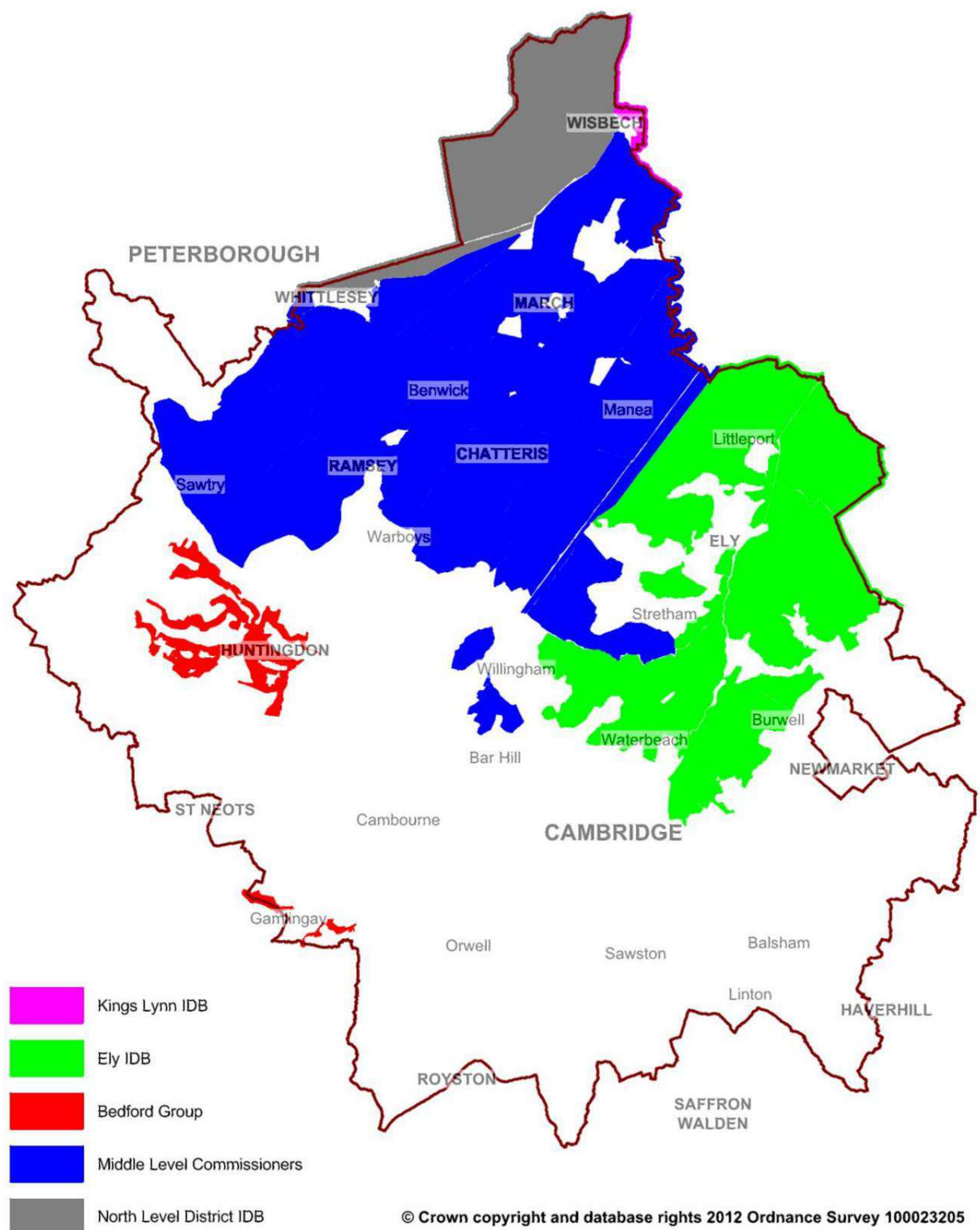


Figure 3 Internal drainage board management catchments in Cambridgeshire

2.5 The Fens

- 2.5.1 This section on 'The Fens' has been developed in partnership with Peterborough City Council, Lincolnshire County Council, Suffolk County Council and Norfolk County Council, and Internal Drainage Boards in the Fens.
- 2.5.2 The introduction of the duty for Lead Local Flood Authorities to produce Local Flood Risk Management Strategies provides an opportunity for integrating and delivering the aspirations for the Fens. Local strategies are considered an appropriate vehicle due to their key role in setting objectives and identifying priorities and funding needs for local flood risk management. Local strategies will also be driven by Lead Local Flood Authorities in partnership, will undergo public consultation and will be informed by Flood Risk Management Plans, Strategic Flood Risk Assessments and other relevant strategic and local documents. It is therefore considered a more practical approach to ensure that flood risk and drainage management of fenland areas is co-ordinated across the relevant local strategies. This needs to be delivered in partnership with all other risk management authorities operating in the Fens area, which will include Lead Local Flood Authorities, Internal Drainage Boards, the Environment Agency, Local Authorities and Anglian Water.
- 2.5.3 Local strategies will integrate the needs and opportunities of the local Fens and fenland communities with those of the rest of the local Lead Local Flood Authorities area, and promote a consistent approach across the Fens as a whole. This consistency is crucial, for example, to Internal Drainage Boards, who often span more than one local authority and whose practices will be similar throughout their area. The Lead Local Flood Authorities of Lincolnshire, Peterborough, Cambridgeshire, Norfolk and Suffolk have therefore agreed to work together closely to achieve this aim. Forest Heath District Council has been involved on behalf of Suffolk County Council since Suffolk's fenland is principally located in this area.
- 2.5.4 Background to the Fens
It is important to consider the history of the Fens when considering the areas future management. Systematic water management first commenced in the mediaeval period, but localised attempts had been known since Roman times. Large scale drainage of the Fens first began in the 17th century, when the 'Fens' as we now know it began to take shape. The creation of the Ouse Washes was one of the initial phases of draining the fens and is still a critical part of the flood risk management system. All these attempts met with setbacks, and it was not until the introduction of mechanised pumps in the industrial age that successful year round water management was achieved across the area.

- 2.5.5 Today this artificially drained landscape is home to approximately half a million people. The Fens cover an area of almost 1,500 square miles, divided between eleven district and five county councils. The Fens covers a large area of eastern England, stretching from the Wash to Lincoln, Peterborough and Cambridge (see figure 4). The Fens encompasses five different rivers – the Witham, Welland, Glen, Nene and Ouse, carry water from surrounding uplands through the Fens and into the Wash.
- 2.5.6 Well maintained coastal and fluvial flood defences are essential to providing the conditions in which Internal Drainage Boards can maintain extensive artificial drainage of the area.
- 2.5.7 Across the Fens, Internal Drainage Boards maintain 3,800 miles of watercourse, 200 miles of watercourse embankment and 286 pumping stations. Coupled with over 60 miles of coastal sea walls and 96 miles of river embankments, the Fens in the most part has a high level of protection, and is classified as a defended flood plain.
- 2.5.8 The impacts of climate change in the Fens
Climate change, poses a serious threat to the Fens and a continued programme of investment in flood defences and drainage systems will be needed for existing standards of protection, including provision for the potential impact of climate change, to be maintained in the medium and long term.
- 2.5.9 Beyond the short to medium term, the likely impacts of climate change on flood risk management over the next 100 years poses future challenges we need to address to enable everyone who may be affected to start planning for the future.
- 2.5.10 Currently, and for the next 20 years there is very good news for this area as the current standards of protection provided by the defences is very high, between 1 in 120 years (0.8% chance of flooding in any one year) to 1 in 500 years (0.2%). According to current climate change projections, in future years water levels may be higher in the Great Ouse Tidal River and New Bedford River, which will lead to an increase in flood risk. It is important to note that there is not likely to be a significant change in flood risk until towards the end of the 100 year period.
- 2.5.11 The Internal Drainage Boards within the Fens have been established over many years because of the special water level and drainage management needs existing within this area, and the particular need for lowland and inland local flood risk management activities. These local works are funded in the main from funds levied locally by Internal Drainage Boards.

2.5.12 Well maintained coastal and fluvial flood defences, supporting an extensive drainage infrastructure are essential in promoting sustainable growth in the Fens. Housing, jobs, essential infrastructure (such as roads and railway lines) and services (such as utilities) that meet the needs of the market towns and the rural communities can only happen if drainage and flood risk is well managed. Growth in the Fens will need to be embraced in a sustainable way; balancing development needs with the need to promote and protect open spaces, natural habitats, landscapes, the built environment and the unique qualities of the Fens. It is therefore essential that Risk Management Authorities, utilities and local communities continue to work closely with local planning authorities, so that consideration of sustainable drainage in particular and flood and water management in general are an integral part of the forward planning and development control process.

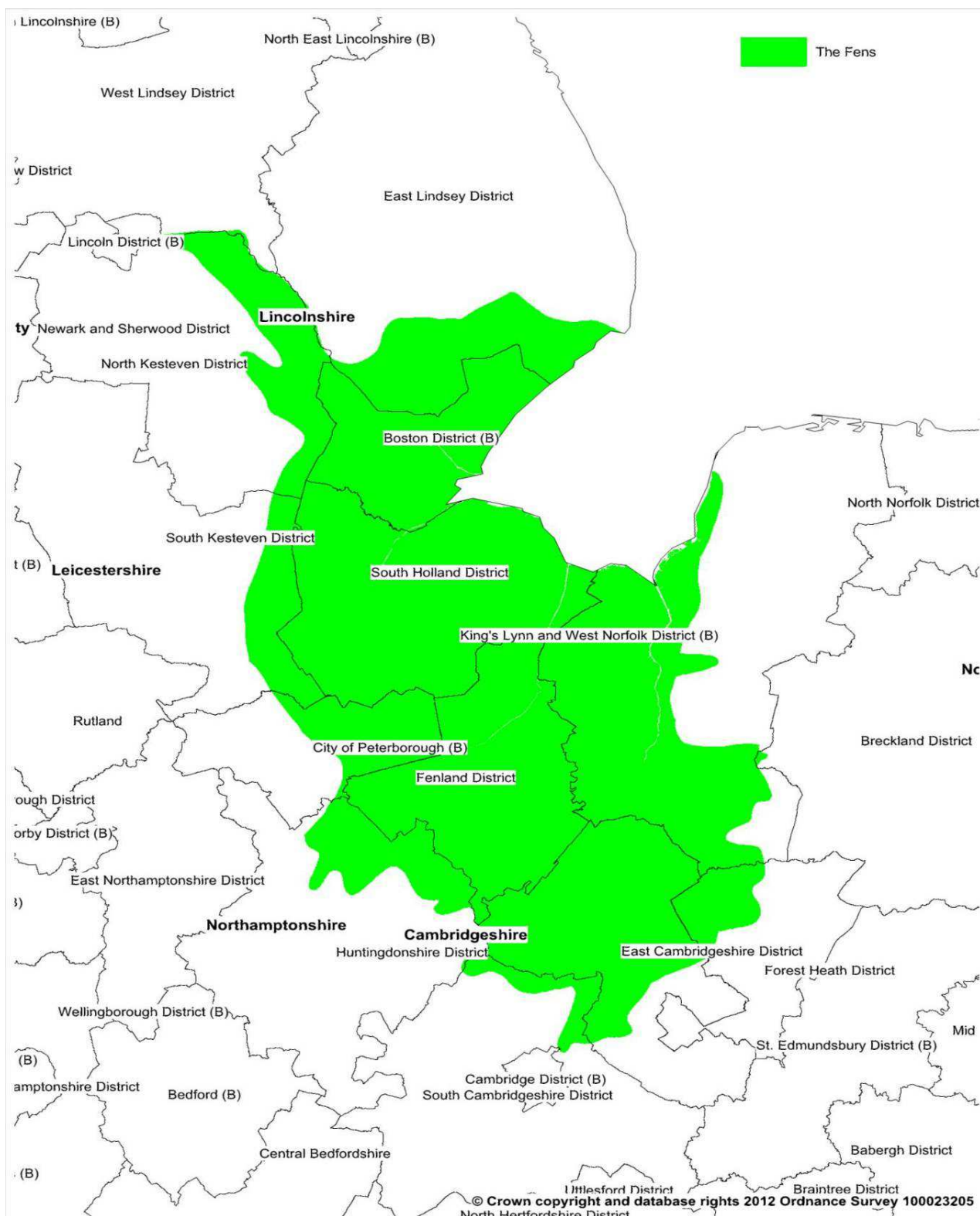


Figure 4 The location of the Fens in Eastern England

- 2.5.13 Farming contributes significantly to the success of the local economy, supporting a large number of businesses involved in the production of food and rural tourism.
- 2.5.14 The important role that farming plays in the Fens is emphasised by the steady decline in self-sufficiency in the UK, and the Government's renewal of the food security agenda. The Fens account for 50% of all Grade 1 agricultural land in England, producing 37% of all vegetables and 24% of all potatoes grown in the country, as well as enough wheat to make 250 million loaves of bread every year.
- 2.5.15 The area also supports significant livestock, dairying and outdoor pig production. This in turn supports a large well-established food processing industry.
- 2.5.16 It is critical, therefore, that appropriate flood risk and drainage management measures are taken to protect this nationally important food production area. In addition to food production, the Fens is popular for tourism, attracting numerous visitors each year. The Fens provide a unique and rich habitat for wildlife and include the Ouse and Nene Washes which while providing flood storage capacity, are also an important wetland for birds.
- 2.5.17 There are major transport networks, road and rail, as well as houses, critical infrastructure, water, gas and electricity that would be affected if fenland areas were to flood.
- 2.5.18 The Fens form two sides of the Wash which is internationally designated for animal and plant biodiversity. There are also numerous local sites, ranging from Sites of Special Scientific Interest to Local Nature Reserves which need to be protected; for example, the Nene and Ouse Washes are internationally protected wetlands. The Fens also represent a unique archaeological and historic environment, where human activity has shaped the land, with evidence of the earliest drainage schemes going back to Roman times and containing many designated and undesignated heritage assets. Like any watercourses, Fenland Rivers and roddons (former channels) can contain significant archaeological materials and deposits.
- 2.5.19 Specific to the Fens, the peat deposits in the fen basin overlie internationally important prehistoric remains, such as the Bronze Age sites and boats from Must Farm, Whittlesey. The band of the silt fen to the north provides a contrast of mediaeval villages and towns. More information on this or any other aspect of Cambridgeshire's historic environment can be obtained from the Historic Environment Record at the county council.

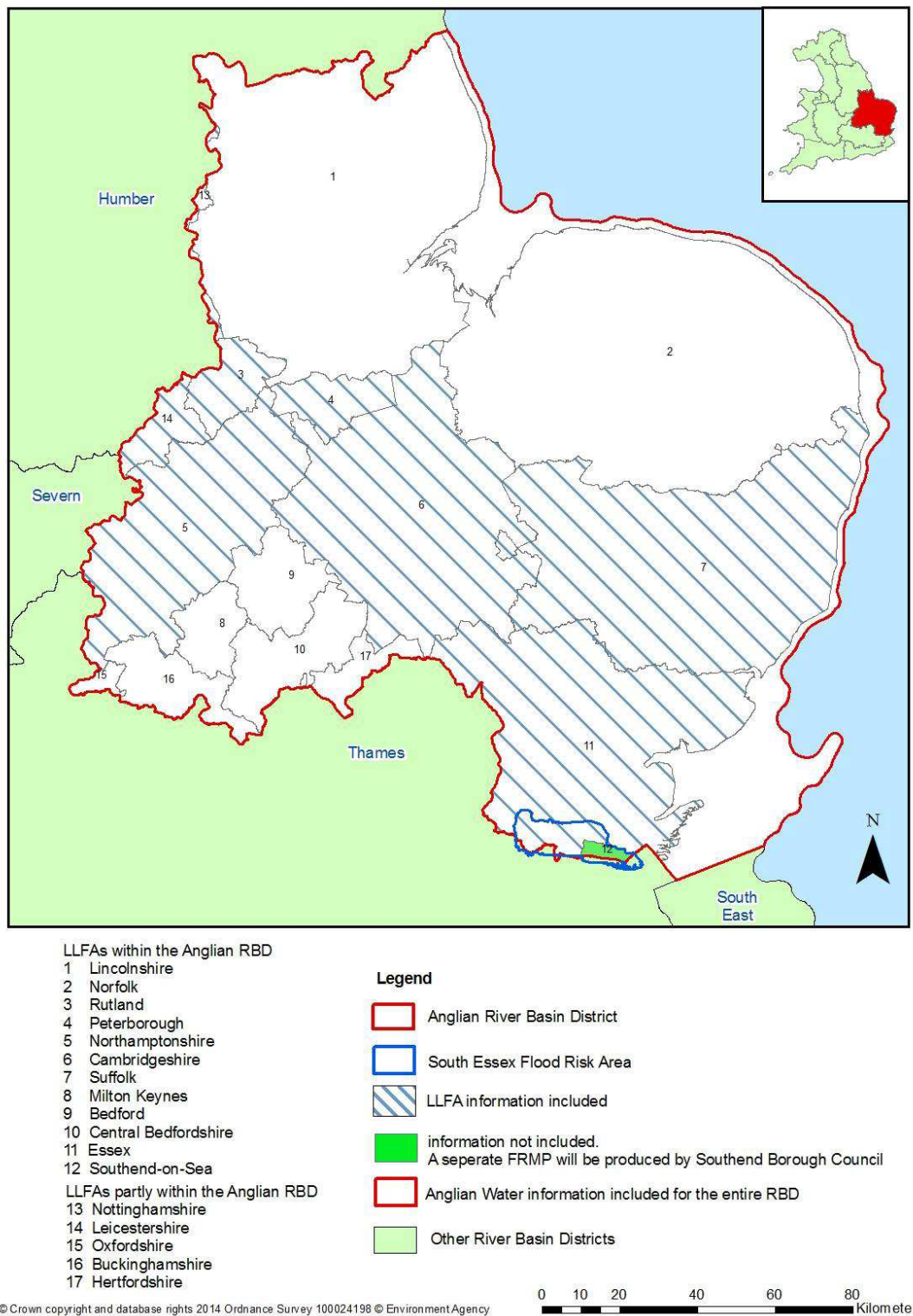


Figure 5 The location of the FRMP

2.5.20 Cambridgeshire's waterways have helped define its past. They have acted as routes for communication, conquest and trade, as sources of food and other requirements, provided power for industry, defined territories and acted as refuges and protection for the population. As such, they contain many remains of this past, from fish weirs to abandoned cargos, bridges to treasure hoards, all of which needs to be remembered when before suggesting changes to them.

Aspirations

To reflect the importance of the Fens as a highly productive and precious resource the following aspirations have been identified for the wider area in respect of flood risk and drainage management.

- Continue to ensure that appropriate flood risk and water management measures are taken to protect the nationally important food production areas in the Fens;
- Ensure that where appropriate, current levels of protection are maintained in the Fens taking into account climate change to protect life and property;
- Manage flood risk and drainage in accordance with principles of sustainable development;
- Ensure that development is undertaken appropriately, so that adverse consequences of flood risk are not increased;
- Contribute towards the protection and enhancement of the historic environment and environmental significance and unique landscape of the Fens and its biodiversity
- Support promotion and use of the waterways and other areas in the Fens for tourism and recreation;
- Develop effective dialogue with local communities to facilitate their involvement in flood risk management in the Fens; and
- Work with local planning authorities to help them grow the economy in the Fens, through the early consideration of flood and water management needs.

2.6 Surface Water Management Plans

2.6.1 Surface Water Management Plans are a tool to understand and manage surface water flood risk on a local basis. Surface Water Management Plans build on Strategic Flood Risk Assessments undertaken by district councils, and provide the way that local organisations are able to develop a shared understanding of local flood risk. The output of a Surface Water

Management Plan is an action plan that defines measures to reduce the risk, maintenance needs and links into development framework and emergency plans.

2.6.2 Surface Water Management Plans investigate different types of flooding including:

- Surface water flooding where rain water, a result of a heavy downpour flows over the ground or ponds on surfaces such as roads, before it enters the underground drainage network or watercourse. This also includes water that cannot enter a drain, soakaway, or watercourse because the network is full to capacity. This type of flooding is known as pluvial flooding. It could also include drain entries surcharging due to pressure from upstream in the drainage system;

The Environment Agency's 'Flood Map for Surface Water' estimates that approximately 23,100 homes in Cambridgeshire are at risk of surface water flooding in a rainfall event with a 0.5% chance of occurring in any given year (3,575 of those from depth greater than 300mm flooding during a 1 in 200 year rainfall event.)

- Groundwater flooding where water which is below the surface of the ground rises above the ground surface. This type of flooding tends to occur after long periods of heavy rainfall;
- Ordinary watercourse flooding happens when a watercourse such as a ditch or stream cannot accommodate the volume of water that is flowing into it;
- Sewer flooding is when the capacity of the underground sewer system is exceeded owing to heavy rainfall, resulting in flooding inside and outside buildings, roads or other areas (sewer flooding occurring as a result of operational issues, i.e. blockages and equipment failure was not considered as part of the Surface Water Management Plan). Water companies are responsible for flooding from their foul and surface water sewers, and from burst water mains. All water companies maintain a register of properties that have experienced flooding due to hydraulic incapacity within the network.
- It is important to note that sewers that solely take highway surface water runoff may be managed by the local highway authority.

2.6.3 Although not assessed in detail in the Surface Water Management Plans the impact of the following types of flooding were taken into account:

- River flooding from watercourses designated as a Main River that are usually large watercourses or those that are deemed to be of strategic drainage importance. Flooding happens when a main river or its adjacent flood plain cannot accommodate the volume of water that is flowing into it. The Environment Agency is responsible for flood risk management of main rivers;
- Reservoir flooding occurs when a reservoir structure suffers a complete or partial failure such as overtopping, seepage or breach. The Reservoirs Act 1975 has been amended and states that all undertakers with reservoirs that have a capacity over 25,000m³ above ground level must register their reservoirs with the Environment Agency as they are subject to regulation. Undertakers must also prepare a reservoir flood plan, and report any incidents at reservoirs to the Environment Agency;
- Tidal flooding occurs when either or both sea and river defences are overtopped or breached. Flooding from the sea and tidal rivers is often sudden and the extreme forces driving it present a significant danger to life. Although Cambridgeshire is predominantly land locked, it is affected by tidal influences in the River Nene, and in areas such as Whittlesey and Wisbech. There are also tidal influences in Cambridgeshire from the Great Ouse Tidal River along the Ouse Washes and up to St Ives.

2.6.4 Cambridgeshire Strategic Surface Water Management Plan

The first Surface Water Management Plan for Cambridgeshire was undertaken in 2010, and revised in 2014 by the Cambridgeshire Flood Risk Management Partnership to help the partnership understand the level of flood risk in Cambridgeshire. The Surface Water Management Plan was produced in accordance with Defra guidance and the latest version was approved by Cambridgeshire County Council's Economy and Environment Committee on the 13 January 2015.

2.6.5 The council is required to undertake a Strategic Surface Water Management Plan to comply with the Flood and Water Management Act 2010. It was decided that the Cambridgeshire Strategic Surface Water Management Plan does not provide a level of detail that could be used to inform decisions on the allocation of land for different types of development or individual planning applications. However, it could be used to identify broad areas where surface water should be considered in more detail in a site based Flood Risk Assessment, and to promote Sustainable Drainage Systems.

2.6.6 The Surface Water Management Plan could also be used for emergency management activities, and the content of the Cambridgeshire Surface

Water Management Plan would seek to inform the work of the Peterborough and Cambridgeshire Local Resilience Forum and associated emergency management activities in the county.

- 2.6.7 Data for the Surface Water Management Plan came from a variety of sources including, but not limited to, historical flooding information provided by stakeholders and members of the public as part of the Flooding Memories project, the Environment Agency's National Receptor Database and Flood Maps for Surface Water, Information from city and district councils, town and parish councils, Internal Drainage Boards, the Council's Highways Team, and Emergency Management Team.
- 2.6.8 In addition, a Stakeholder Engagement Plan was developed to ensure that all the key stakeholders were engaged in the development of the Surface Water Management Plan. A detailed list of the organisations involved is contained within the Surface Water Management Plan report.
- 2.6.9 The initial broad brush assessment identified numerous areas, called 'wet spots', at risk of varying levels of surface water flooding, as shown in figure 6.
- 2.6.10 The assessment then prioritised the 'wet spots' by considering how a community would be affected in the event of a flood. For example the affect on housing; critical infrastructure, wastewater treatment works; traffic infrastructure; and vulnerable sites such as a residential care home and schools.
- 2.6.11 Following the strategic assessment, the 'Top 10' wet spots were identified based on how badly they would be affected in the event of a flood (shown in Table 1). A further assessment will be carried out on these wet spots to evaluate whether a scheme could be implemented to reduce the flood risk.

Cambridgeshire County Council

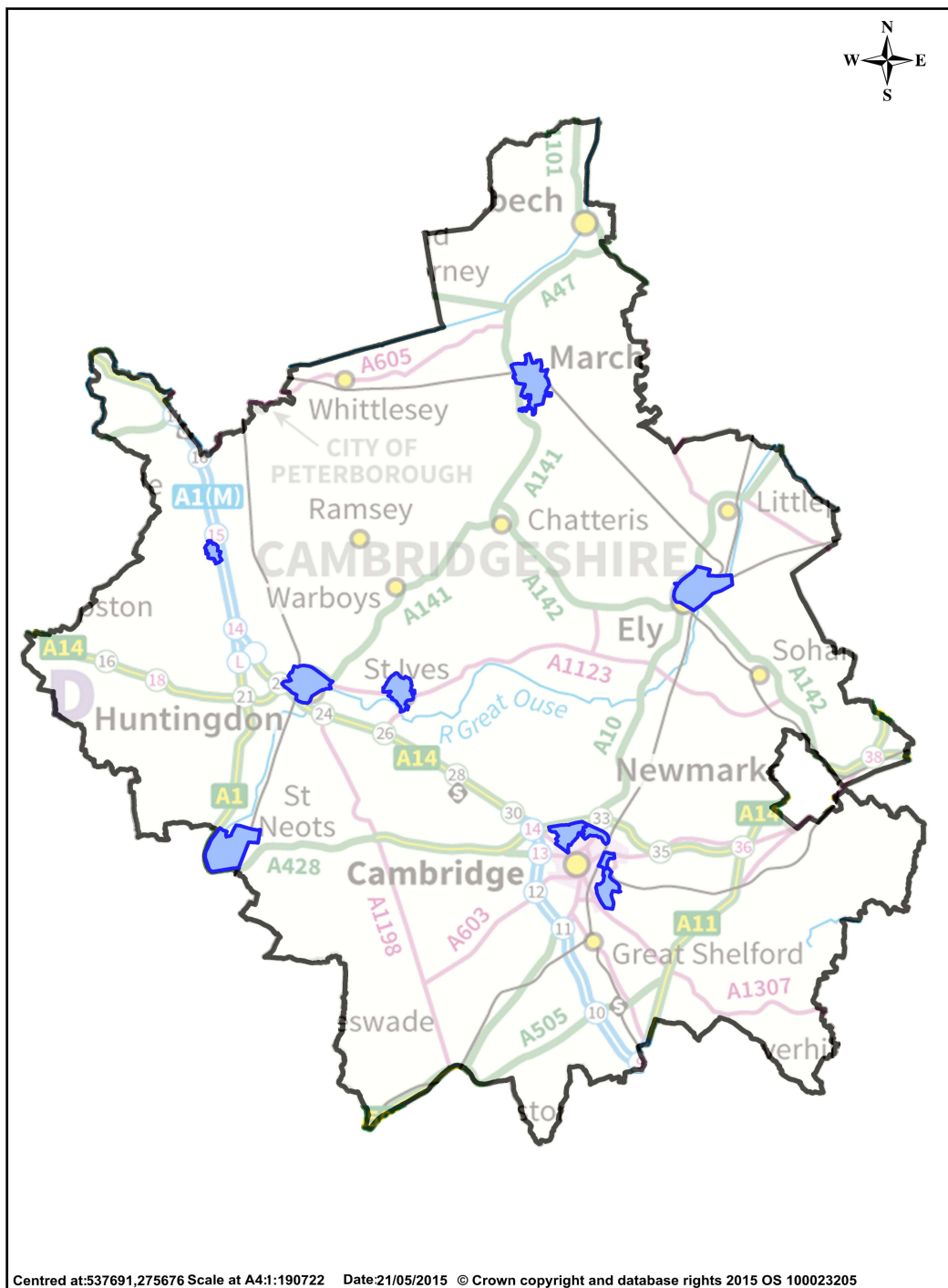


Figure 6 Top 10 wet spots in Cambridgeshire

Table 1 Top 10 wet spots in Cambridgeshire

| Wet spot | Council |
|-------------------------|---------------------|
| Cherry Hinton | Cambridge City |
| Kings Hedges and Arbury | Cambridge City |
| March | Fenland |
| St Ives | Huntingdonshire |
| North Chesterton | Cambridge City |
| St Neots | Huntingdonshire |
| Sawtry | Huntingdonshire |
| Coldhams Common | Cambridge City |
| Huntingdon | Huntingdonshire |
| Ely | East Cambridgeshire |

2.6.13 A full list of all the ‘wet spots’ in Cambridgeshire can be found in Appendix 3. The full Cambridgeshire Strategic Surface Water Management Plan can be found here: [INSERT LINK](#)

2.6.14 Cambridge and Milton Detailed Surface Water Management Plan
Cambridge City Council applied for Defra funding in 2010 under the Early Action Fund which then identified the need for the Cambridge and Milton detailed Surface Water Management Plan. Defra had previously divided England into 4350 settlements, with Cambridge and Milton considered one settlement. These settlements were then ranked by their possible susceptibility to surface water flooding. Cambridge was ranked 87 out of the 4350 settlements and this indicates that Cambridge may be at a high risk area with regard to surface water. The study area is depicted in figure 7.

2.6.15 A detailed surface water management plan was produced in Cambridge to provide a better understanding of areas at greatest risk. The report highlighted two areas which are Cherry Hinton and Kings Hedges and Arbury. Both Cherry Hinton and Arbury have experienced flooding in the past (see figure 8). The report also contained recommendations on how to deal with the risk identified.

2.6.16 The full Cambridge and Milton Report can be found here:
http://www.cambridgeshire.gov.uk/download/downloads/id/949/cambridge_and_milton_swmp_report_part_1

2.6.17 The remaining wet spots identified in the Cambridge and Milton study will be prioritised alongside other ‘wet spots’ identified in the Cambridgeshire Surface Water Management Plans.

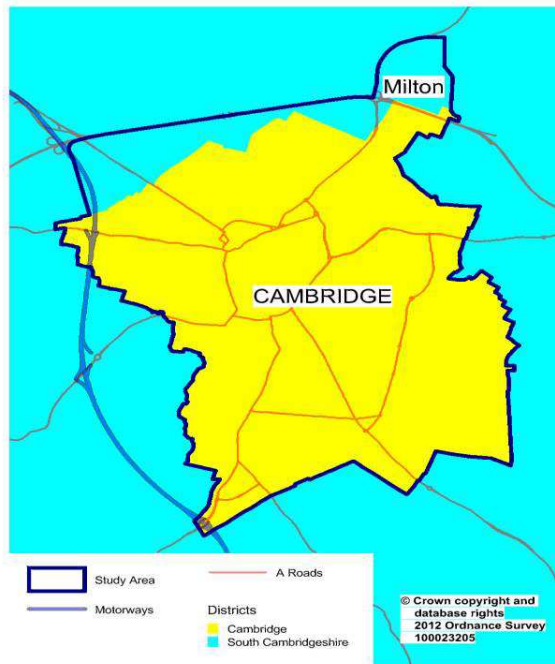


Figure 7 Cambridgeshire and Milton Study Area

2.6.18 The Cambridge and Milton study area is located within the Anglian River Basin District and the River Great Ouse catchment. It incorporates all of the Cambridge City Council area and a small portion of South Cambridgeshire District in the north, where Milton village is located.



Figure 8 Flooding in Arbury Estate (thought to be 1970)

2.7 Cambridgeshire Preliminary Flood Risk Assessment

2.7.1 The Preliminary Flood Risk Assessment (PFRA) is a high level screening exercise that brings together the readily available information from a number of sources to assess local flood risk. The Council is required to complete a PFRA in order to comply with the Flood Risk Regulations (2009).

2.7.2 The key stages of PFRA are similar to those of a Surface Water Management Plan, so the work for the PFRA was carried out alongside the Cambridgeshire Strategic Surface Water Management Plan.

2.7.3 However, the identification of flood risk areas for a Preliminary Flood Risk Assessment entails reviewing the national indicative areas produced by the Environment Agency alongside local information. The indicative flood risk areas for the Preliminary Flood Risk Assessment were defined at a national level to reflect European requirements, and were therefore different for the threshold set for the Surface Water Management Plan. At the threshold set nationally, Cambridgeshire did not have any Flood Risk Areas identified. Defra has however advised local authorities, such as

Cambridgeshire, who have undertaken Surface Water Management Plans to use this information in addition to outputs of a Preliminary Flood Risk Assessment to inform the development of their strategies.

- 2.7.4 Both the Surface Water Management Plan and Preliminary Flood Risk Assessment estimate the significance of flood risk based on the risk to people and property. This strategy also gives further consideration to the significance of flooding to agricultural land and considers measures to ensure that food production, which is of regional and national significance, is resilient to flooding.

2.8 Strategic Flood Risk Assessments (SFRAs)

- 2.8.1 Strategic Flood Risk Assessments look at flood risk at a strategic level on a local planning authority scale. In Cambridgeshire, several have been produced. South Cambridgeshire District Council and Cambridge City Council have produced a joint Strategic Flood Risk Assessment level 1. Huntingdonshire District Council has produced a Strategic Flood Risk Assessments level 1. East Cambridgeshire District Council and Fenland District Council have produced a joint Strategic Flood Risk Assessment level 1. Fenland District Council has produced a Strategic Flood Risk Assessment Level 2 for Wisbech.
- 2.8.2 Strategic Flood Risk Assessments are used as part of the evidence base for each Local Authority's Local Plan. They help determine where growth should be allocated and steered away from the highest flood risk areas. They are used to inform the planning process by identifying where development will be at the lowest flood risk throughout the lifetime of the proposed development. By preparing Strategic Flood Risk Assessments, local planning authorities will be able to undertake the sequential test, identify the need for Site Specific Flood Risk Assessments (FRAs) and assist in emergency planning.
- 2.8.3 The Strategic Flood Risk Assessment level 1 provides a summary of the catchments, relevant policies, the current flood risks, the potential impacts of climate change, flood risk management practices and policy recommendations. It identifies and analyses current and future broad scale flooding issues for proposed development allocation sites/areas. The Strategic Flood Risk Assessment level 2 focuses on residual risks, such as the rate and depth of flooding in the event that flood defences fail. It is necessary to examine these aspects so that any planned development will be safe.

2.9 Water Cycle Strategies

- 2.9.1 A Water Cycle Strategy is an opportunity for key stakeholders to work together to identify the water services infrastructure that is needed to support and enable sustainable development in the county. The strategy identifies what infrastructure is needed, when it is required, how much it will cost, and who should pay. The common elements that are considered in a Water Cycle Strategy include the location and capacity of Waste Water Treatment Works, sewage networks, water supply, water quality, the impact on biodiversity, and water neutrality as part of growth.
- 2.9.2 Partners in Cambridgeshire completed three Water Cycle Strategies: for the growth sites in and around Cambridge, for East Cambridgeshire and Fenland, and for Huntingdonshire to identify these requirements.
- 2.9.3 The overall objective of a Water Cycle Strategy is to provide a sustainable approach to the provision of water services infrastructure. The strategy considered the following:
- Flood risk and surface water management: Identifying areas where development is likely to increase flood risk (both on-site and downstream) and to suggest necessary improvement measures;
 - Water Supply: Reviewing the existing water supply sources and identifying any required upgrades to ensure adequate water provision for new developments;
 - Drainage: Reviewing the underlying geology for growth sites to understand the possible Sustainable Drainage Systems to help minimise the environmental impacts of growth;
 - Waste Water: Understanding the current capacity of sewage works and the sewer network to identify whether any upgrades are required to accommodate new development, and consider the increased quantity discharges of the treated effluent on the receiving watercourse and any flood risk implications from this. This is crucial for smaller watercourses that may receive treated effluent;
 - Ecology: Identifying the impact of growth relating to water quality, nature conservation areas and protected species, then suggesting possible mitigation measures; and
 - Sustainable Infrastructure: Suggesting how water services infrastructure can contribute to sustainable development in terms of increased water efficiency and reduced water consumption in new developments.
- 2.9.4 There are three distinct stages to the development of a Water Cycle Strategy. First, a scoping report is carried out to get an initial feel for local water services infrastructure requirements. Phase 1 looks at issues across the whole study area, identifying any major constraints to growth. Phase 2

looks at detailed infrastructure requirements for specific growth sites, providing the solutions to the constraints identified in the Phase 1 report.

- 2.9.5 Two strategies were completed to Phase 2, and these were for:
- Major growth sites in and around Cambridge Water Cycle Strategy; and
 - East Cambridgeshire and Fenland Water Cycle Strategy.
- 2.9.6 Huntingdonshire District Council will have its Stage 2 Water Cycle Strategy completed shortly.

2.10 Sustainable development in flood risk management

- 2.10.1 Defra has developed a document named the 'Guidance for risk management authorities on sustainable development in relation to their flood and coastal erosion risk management functions' that defines the contribution that all flood risk management authorities must make towards the achievement of sustainable development. The document can be found here:

<http://www.defra.gov.uk/publications/files/pb13640-sdg-guidance.pdf>

- 2.10.2 The Brundtland Commission (1987) defines sustainable development as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs”. There are three generally recognised and interlinking components, known as the “three pillars” of sustainable development, and long term growth depends on the recognition and incorporation of all three into decisions: economic sustainability; environmental sustainability; and social sustainability.

- 2.10.3 In the context of flood risk management, sustainable development is defined as:

- Taking into account the safety and wellbeing of people and the ecosystems on which they depend;
- Using finite resources efficiently and minimizing waste;
- Avoiding exposing current and future generations to increased risk;
- Improving resilience of communities, economy and environment to current and future risk.

- 2.10.4 All flood risk management authorities must aim to make a contribution to sustainable development under the Flood and Water Management Act 2010.

- 2.10.5 Government has defined some of the ways in which the risk management authorities can contribute to sustainable development as follows:

- Actions to tackle climate change and protecting and enhancing the natural environment: Climate change is seen as one of the biggest challenges we face. Cutting greenhouse gas emissions is essential, but this must be underpinned by an approach that supports fairness and economic growth. Value must be given to nature and the historic environment; to our economy, our wellbeing, and our long term security;
- Fairness, improving wellbeing and building communities: Helping to improve the quality of life for communities. Many changes need to happen at a local level, ensuring communities work more closely together, using local insight, energy and knowledge to develop solutions tailored to local circumstances;
- Green economy & operations and procurement commitments: Being committed to sustainable growth, economically and environmentally;
- Use of sound science: The strategic solutions for flood risk management need to be developed and implemented on the basis of strong scientific evidence, whilst taking into account scientific uncertainty as well as social attitudes and values;
- Transparency and public accountability: Sharing approaches and best practice in sustainable development as well as being open and transparent are essential to its overall effectiveness.

2.11 Green infrastructure strategy

- 2.11.1 It is important to consider every aspect of the local environment in order to create new sustainable communities. Having a green infrastructure strategy is vital to the quality of life of the local community in Cambridgeshire, as it provides opportunities to develop plans to address present and future issues. In recognition of this, key stakeholders in Cambridgeshire came together to produce a 'Green Infrastructure Strategy' for the county in 2011.
- 2.11.2 Working in partnership, Cambridgeshire Horizons (now dissolved), the six local authorities, Historic England, the Environment Agency, National Trust, Forestry Commission England, Natural England, Cambridge Past Present and Future, and the Wildlife Trust, along with other organisations, produced this strategic plan for the development of green spaces throughout the county.
- 2.11.3 Green infrastructure includes consideration of many issues related to flood risk management including the use of green corridors, such as hedgerows, ditches, rivers and watercourses, disused railway lines and verges; green spaces; historic parks and gardens; Local Nature Reserves and county

wildlife sites; Sites of Special Scientific Interest; wetlands, including flooded quarries; and public rights of way, cycle ways and other recreational routes. The section on 'Water and Land Management' considers the impact flooding.

2.12 Strategic Environmental Assessment (SEA)

2.12.1 A Strategic Environmental Assessment was undertaken to ensure that significant environmental effects arising from this strategy were identified, assessed, mitigated, communicated to decision-makers, monitored and that opportunities for public involvement were provided.

2.12.2 Strategic Environmental Assessment is generic tool that was introduced by the European Union Directive 2001/42/EC. The objective of the Strategic Environmental Assessment Directive is to "to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development"(Article 1)". This requires national, regional and local authorities in Member States to carry out strategic environmental assessment on certain plans and strategies that they promote, such as this strategy.

2.12.3 Monitoring of the significant environmental effects of implementing the strategy will be undertaken to comply with Strategic Environmental Assessment Directive - Article 10.1, to ensure that any unforeseen adverse effects of the strategy are recognised and dealt with.

2.12.4 The Strategic Environmental Assessment for this strategy was carried out as the strategy developed. The Strategic Environmental Assessment scoping study was undertaken in line with Government Guidance.

2.12.5 After a period of consultation the comments received were incorporated into the final Strategic Environmental Assessment. The final SEA report stated that:

- There are a number of local, national and international designated sites for nature conservation within Cambridgeshire, including several Natura 2000 Sites. Natura 2000 Sites include; Wicken Fen Ramsar Site, Chippenham Fen Ramsar Site, Woodwalton Fen Ramsar Site, Fenland Special Area of Conservation (SAC), Ouse Washes Special Protection Area (SPA) and Ramsar Site, Portholme SAC, Nene Washes SPA, SAC and Ramsar Site, Devil's Dyke SAC and Eversden and Wimpole Woods SAC;

- Parts of Cambridgeshire are exposed to flood risks and these are likely to increase over time as a consequence of climate change;
- Many of the county's watercourses' current Ecological Quality (under Water Framework Directive) are considered to be of a moderate quality. However, new development may pose threats to Water Framework Directive (WFD) objectives;
- Cambridgeshire is home to a wealth of heritage assets including those of a national and local importance including; Listed Buildings, Conservation Areas, Scheduled Ancient Monuments; non-designated heritage assets; archaeology; Registered Historic Parks and Gardens;
- The Fens contain some of the UK's most productive agricultural land and this should be protected;
- The population of Cambridgeshire is expected to increase by an average of 26% by 2036, with the largest predicted growth in Cambridge City of 28% by 2031. This increase is likely to lead to higher levels of development which could in turn increase the surface water runoff from urbanised areas, contributing to further flood risk.

3. Objective 2: Managing the likelihood and impacts of flooding

3.1 Partnership Working

- 3.1.1 One of the key messages from the Pitt Review was the importance of partnership working to combat flood risk. This is echoed in the roles of the Lead Local Flood Authorities being “strategic leadership...through the formation of a local flood partnership.”
- 3.1.2 In Cambridgeshire there is already an established partnership in the form of the Cambridgeshire Flood Risk Management Partnership. The partnership was established to respond to the Pitt Review Recommendations and in anticipation of the Flood and Water Management Act 2010. The partnership is made up of the Lead Local Flood Authority and Risk Management Authorities detailed in this chapter but it should be noted that the separate Internal Drainage Boards in Cambridgeshire are represented by Ely Group of Internal Drainage Boards, Bedford Group of Internal Drainage Boards, North Level Internal Drainage Boards and Middle Level Commissioners in the partnership.
- 3.1.3 When considering how to manage the likelihood of flooding it is important to document the roles and responsibilities for the key stakeholders involved in flood risk management.

3.2 Flood ‘Risk Management Authorities’

3.2.1 Upper tier local authority - Cambridgeshire County Council – Lead Local Flood Authority

The Council has the following roles and responsibilities:

- As the designated Lead Local Flood Authority and as such has a responsibility to develop, maintain apply and monitor a strategy for local flood risk management in Cambridgeshire. The council also has a strategic leadership role for local Risk Management Authorities along with a duty to carry out flood risk management functions in a manner consistent with the national and local strategies;
- The power to request information from any person in connection with the authority’s flood risk management functions;
- A duty to ensure that flood investigations are undertaken by appropriate Risk Management Authorities and reports published on flooding incidents that have a direct impact on domestic and commercial property in its area;
- A duty to maintain a register of structures or features which in the view of the Lead Local Flood Authorities have a significant effect on flood risk in their area;

- Power to undertake works to manage flood risk from surface runoff or groundwater, and to designate structures and features that affect flooding;
- A duty to aim to contribute towards the achievement of sustainable development in the exercise of flood risk management functions;
- Highway duties related to flood risk management and highway drainage;
- A strategic oversight role in emergency management;
- Responsibilities as a Statutory Consultee for surface water for planning applications;
- A duty to cooperate with all other Risk Management Authorities; and
- Decision making responsibility for granting consents for works on ordinary watercourse outside of Internal Drainage Boards.

3.2.2 The following organisations are designated Risk Management Authority under the Flood and Water Management Act 2010, and as such must act consistently with the content of both the national strategy and local strategy. Risk Management Authorities also have a duty to cooperate with other Risk Management Authorities. Other duties for Risk Management Authorities are listed under each organisation.

3.2.3 Environment Agency – local area office at Brampton

The Environment Agency has the following roles and responsibilities:

- Designated Risk Management Authority;
- Strategic overview for all forms of flooding;
- Duty to be subject to scrutiny from Lead Local Flood Authorities democratic processes for flood risk management activities;
- Responsible for the development of the National Strategy for Flood and Coastal Erosion Risk Management, reporting to Ministers on flood risk management including implementation of the strategies, and carrying out flood risk management functions in a manner consistent with the national and local strategies;
- Responsible for flood risk management for ‘main rivers’;
- Responsible for flood risk of the Environment Agency’s own reservoirs, and regulates and enforces the Reservoirs Act (1975) for other reservoirs with a capacity over 25,000m³ above ground level;
- Powers to request information from any person in connection with the Environment Agency’s flood risk management functions;
- Power to designate structures and features that affect flooding;
- Statutory consultee to local planning authorities on flood risk matters;
- Responsible for emergency response to a flood incident, and are a designated Category 1 responder in the Civil Contingencies Act.
- Consenting and enforcement of works in, under, or over, or within 9 metres of a Main River under the terms of the Water Resources Act 1991 and EA Byelaws;

- Consultee to the Lead Local Flood Authorities where the Lead Local Flood Authority wants to carry out works to ordinary watercourses;
- Statutory consultee on planning applications for development other than minor or householder in flood zones 2 and 3; or within 20 metres of a main river;
- A duty to cooperate with all other Risk Management Authorities; and
- A duty to aim to contribute towards the achievement of sustainable development in the exercise of flood risk management functions.

3.2.4 Internal drainage boards (See appendix 2 for a full list)

Internal Drainage Boards have the following roles and responsibilities:

- Designated Risk Management Authority;
- Powers to designate structures and features that affect flooding;
- Duty to act consistently with local and national strategies;
- Duty to be subject to scrutiny from Lead Local Flood Authority's democratic processes for flood risk management activities;
- Ability to work in consortia with other Internal Drainage Boards;
- Consenting for ordinary watercourses in Internal Drainage Board catchments;
- Water level management;
- Use available powers where appropriate to require those responsible to maintain the flow of water in an awarded drain and to modify or remove inappropriate structures within channels;
- Power to undertake flood risk management works;
- A duty to aim to contribute towards the achievement of sustainable development in the exercise of flood risk management functions;
- Carry out maintenance and improvement work on an ongoing basis as necessary to maintain existing standards of flood protection, making appropriate allowances for climate change;
- Use available statutory powers where appropriate to require those responsible to maintain the flow of water in a watercourse and to modify or remove inappropriate structures within channels;
- A duty to cooperate with all other Risk Management Authorities; and
- Take the appropriate action, under the relevant powers, against those whose actions increase flood risk or make management of that risk more difficult.

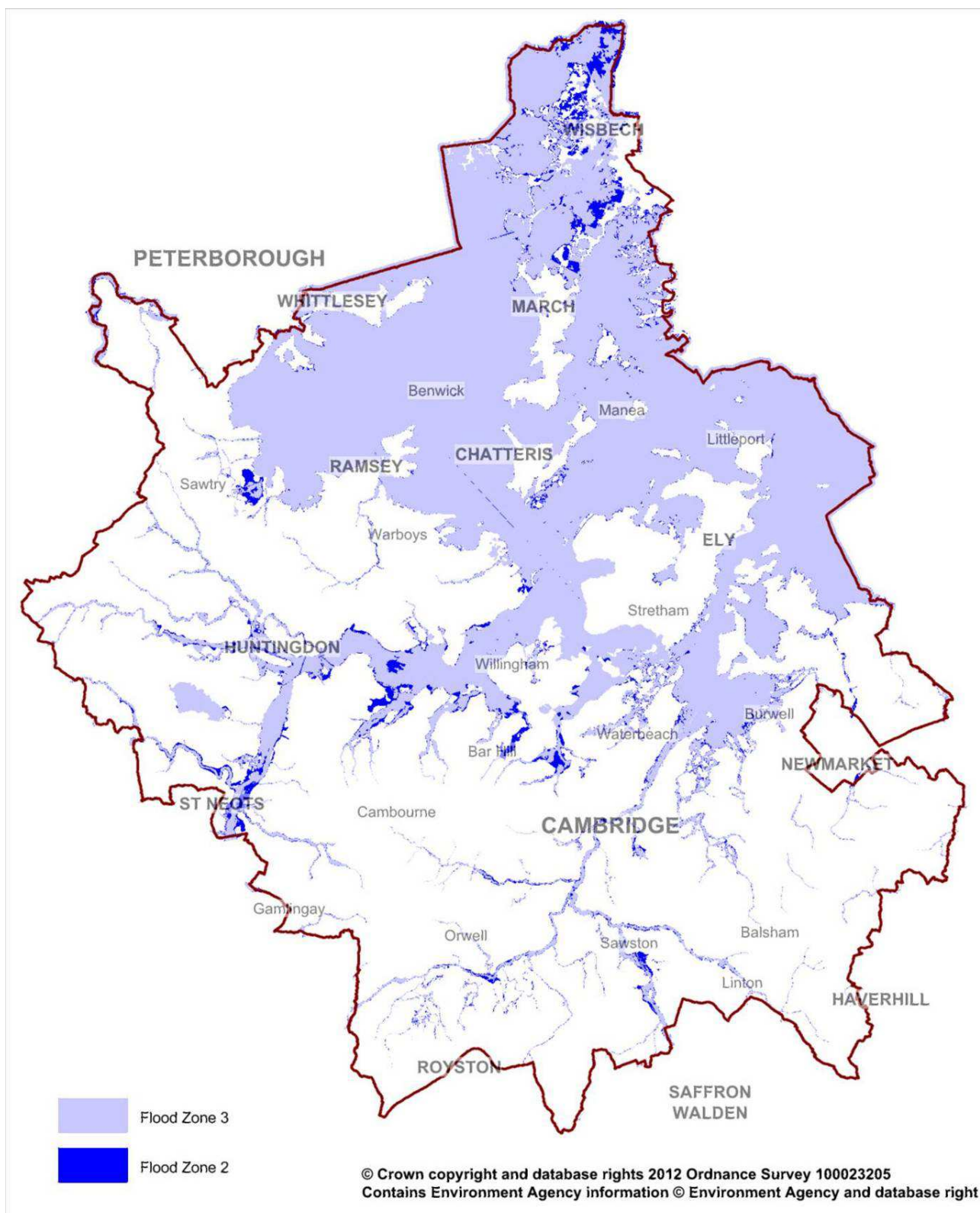


Figure 9 Flood zones in Cambridgeshire

3.2.5 Anglian Water Services Ltd

Anglian Water Services has the following roles and responsibilities:

- Designated Risk Management Authority;
- Duty to have regard to national strategies and to have regard to local strategies;
- Duty to be subject to scrutiny from Lead Local Flood Authority's democratic processes for flood risk management activities;
- Responsible for the adoption of private sewers (now complete);
- Dealing with flooding from sewers;
- A duty to cooperate with all other Risk Management Authorities; and
- Duty to adopt new built sewers.

3.2.6 Second tier local authorities:-

Cambridge City Council

East Cambridgeshire District Council

Fenland District Council

Huntingdonshire District Council

South Cambridgeshire District Council

Second tier local authorities have the following roles and responsibilities:

- Designated Risk Management Authority;
- Power to designate structures and features that affect flooding;
- Duty to act consistently with local and national strategies;
- Duty to be subject to scrutiny from Lead Local Flood Authority's democratic processes for flood risk management activities;
- Under the Enclosures Act the Council has a responsibility to maintain 'awarded' watercourses that are not the responsibility of riparian owners;
- Powers to exercise parts of the Land Drainage Act;
- Emergency response to a flood incident under the Civil Contingencies Act, and dealing with resulting homelessness;
- Local planning authority and duty to encourage appropriate development regarding flood risk and promoting sustainable drainage and be satisfied that an application will not cause increase flood risk elsewhere;
- A duty to aim to contribute towards the achievement of sustainable development in the exercise of flood risk management functions;
- Use available statutory powers where appropriate to require those responsible to maintain the flow of water in an awarded watercourse and to modify or remove inappropriate structures within channels;
- A duty to cooperate with all other Risk Management Authorities; and

- Take the appropriate action under the appropriate statutory against those whose actions increase flood risk or make management of that risk more difficult.

3.2.7 Highway Authority

The highway authority has the following roles and responsibilities:

- Designated Risk Management Authority under the Flood and Water Management Act 2010;
- Duty to act consistently with local and national strategies;
- Responsibility to maintain highways under the Highways Act 1980;
- Responsibility as an undertaker (e.g. satisfying statutory responsibilities under the New Street Works Act 1991);
- Powers to deliver works to protect the highway from flooding;
- A duty to cooperate with all other Risk Management Authorities; and
- Carry out maintenance and improvement work on an ongoing basis as necessary to maintain existing standards of flood protection for highways, making appropriate allowances for climate change.

3.2.8 Although not designated under the Flood and Water Management Act 2010 as Risk Management Authorities the following key stakeholders have their part to play in flood risk management:

3.3 **Key Stakeholders responsible for flood risk management**

3.3.1 Utility and infrastructure providers

Utility and infrastructure providers such as Network Rail, energy companies and telecommunication companies are not risk management authorities. However, they have a crucial role to play in flood risk management as their assets can be an important consideration in planning for flooding. Moreover they may have assets such as culverts which it is important to share with flood risk management authorities. They already maintain plans for the future development and maintenance of the services they provide and it is important that they factor in flood risk management issues into this planning process. This should ensure that their assets and systems are resilient to flood and coastal risks and that the required level of service can be maintained in the event of an incident

3.3.2 Riparian ownership

“If you own land adjoining, above or with a watercourse running through it, you have certain rights and responsibilities. In legal terms you are a ‘riparian owner’. If you rent the land, you should agree with the owner who will manage these rights and responsibilities.”¹

Householders or businesses whose property is adjacent to a river or stream or ditch are likely to be riparian owners with maintenance responsibilities. If a property backs onto a river or stream then the owner is likely to be a riparian owner and own the land up to the centre of the watercourse. Riparian owners have a responsibility to maintain the bed and banks of the watercourse and ensure there is no obstruction, diversion or pollution of the watercourse. Full details can be found in Cambridgeshire County Council's 'The rights and responsibilities of a riparian owner' http://www.cambridgeshire.gov.uk/downloads/file/336/riparian_owner_fact_sheet

3.3.3 Parish and town councils

Flood events can affect whole communities within a parish or town with households which do not suffer from internal flooding still potentially being trapped as roads are blocked. Coordinated assistance is also critical in helping to support and provide shelter to neighbours who have suffered from flooding. Communities know better than anyone the level of flood risk that they face and town and parish councils can make important contributions to helping manage the levels of flood risk in their communities.

3.3.4 Property owners and residents

It is the responsibility of householders and businesses to look after their property, including protecting it from flooding. While in some circumstances other organisations or property owners may be liable due to neglect, there will be many occasions when flooding occurs despite all parties meeting their responsibilities. Consequently, it is important that house holders, whose homes are at risk of flooding, take steps to ensure that their home is protected, and this may include reporting the flooding to the emergency services. For information on how householders can protect themselves and their properties can be found in chapters three and five.

- 3.3.5 From 1 October 2008 the permitted development rights that allow householders to pave their front garden with hard standing without planning permission have changed in order to reduce the impact of this type of development on flooding and on pollution of watercourses. Householders will not, however, need planning permission if a new or replacement driveway of any size uses permeable (or porous) surfacing, such as gravel, permeable concrete block paving or porous asphalt, or if the rainwater is directed to a lawn or border to drain naturally. If the surface to be covered is more than five square metres planning permission will be needed for laying traditional, impermeable driveways that do not provide for the water to run to a permeable area. Communities

and Local Government has produced a leaflet called 'Guidance on the permeable surfacing of front gardens' and more information can be found here

<http://communities.gov.uk/documents/planningandbuilding/pdf/pavingfrontgardens.pdf>

- 3.3.6 For more information on 'Who is responsible for what when it comes to flooding?' please see Appendix 5.

3.4 Reporting flood incidents

- 3.4.1 Officers from risk management authorities are not in a position to know about every flooding incident that occurs, particularly those which do not lead to flooding within properties. However records of flood incidents which affected roads or entered the boundaries of properties are important to record. They can indicate that there has been extensive flooding from relatively regular rainfall events which would warn that the properties are at risk in more extreme rainfall events. This information is crucial in building up cases for flood defence and flood resilience schemes which will require strong evidence of the flood risk to properties. Flooding from overflowing drains and gullies can be reported to highways online <http://www2.cambridgeshire.gov.uk/HighwaysReports/Highways/ReportProblem1.aspx>
- 3.4.2 District and parish councils and community groups and residents in areas which suffer from non-urgent local flooding (i.e. from surface runoff, groundwater and ordinary watercourses) can report flood incidents online using Cambridgeshire County Council's interactive map. https://www.cambridgeshire.gov.uk/site/xfp/scripts/xfpforms_form.aspx?formID=48&language=en
- 3.4.3 Flood incidents caused by main rivers should be reported to the Environment Agency through their flood incident hotline 0800 807060.
- 3.4.4 Many residents may be unaware of the flood risk to their property. This can be because there has not been a flooding incident while they have lived there, or they are unaware of future risks related to climate change. Parish and town councils can inform residents of flood risk and encourage them to check with Cambridgeshire County Council, Internal Drainage Board (if appropriate) and the Environment Agency as to the extent of the risk.
- 3.4.5 Should a resident experience significant flooding in an extreme rainfall event that is putting themselves or their property at immediate risk, they should report this to the emergency services.

3.5 Cambridgeshire's Flood Risk Asset Register

- 3.5.1 The Flood and Water Management Act 2010 gives the county council a duty to maintain a register of structures or features which, in the opinion of the authority, are likely to have a significant effect on flood risk in its area such as a small culvert in a housing estate. It also has a duty to develop a record of information about each of those structures or features, including information about ownership and the state of repair.
- 3.5.2 The council has worked with key partners including the Environment Agency, Internal Drainage Boards, district councils, and water companies to review their records and identify assets that could significantly affect flood risk within the county. The flood risk register contains the following types of assets:
- Awarded watercourses – responsibility of the relevant district councils or IDB;
 - Ordinary watercourses – watercourses contained within IDB districts;
 - Culverts, gullies, piped watercourses, inspection chambers (manholes), gravity discharge outfalls, flapped outfalls, flood defence banks;
 - Water Recycling Centres – responsibility of Anglian Water Company; and
 - Pumping stations, weirs, weed screens, sluice gates, locks, syphons, inlets, flood storage reservoirs, balancing ponds and bridges.

The register of flood risk assets is published on the county council's website and can be found here
http://www.cambridgeshire.gov.uk/info/20099/planning_and_development/49/water_minerals_and_waste

3.6 Flood incident and investigation

- 3.6.1 The aims of flood investigations are to provide an understanding of the possible causes of flooding and potential cost effective long-term solutions. Each investigation will provide a clear and thorough understanding of flooding situations and circumstances. However, the duty to investigate, does not guarantee that problems will be resolved and other authorities cannot be forced into action. Decisions about the next steps must be made in partnership by the parties involved.
- 3.6.2 A flood investigation report will be produced for each incident investigated as required, and will identify the authorities that have an involvement in a particular flood incident and clearly outline their responsibilities or actions as necessary.. Investigations will involve consultation with the relevant risk management authorities, landowners and private organisations involved, all of whom are expected to cooperate and provide comments.

3.6.3 The decision whether to investigate a flood or not is ultimately at the discretion of the Lead Local Flood Authority; however Cambridgeshire County Council, through the Cambridgeshire Flood Risk Management Partnership has defined the following eligibility criteria for investigations:

- Where there is internal flooding* of one property on more than one occasion;
- Where there is internal flooding of five or more properties in close proximity** in a single flooding event;
- Where flooding significantly affects the external premises of one or more property;
- Where flooding on public roads significantly disrupts the flow of traffic; and/or
- Where the failure of a significant flood asset has been reported.

*Definition of internal flooding: only properties where internal flooding is above threshold level. This does not include the flooding of gardens and garages.

**Definition of close proximity: where it is reasonable to assume that the affected properties were flooded from the same source or interaction of sources

3.6.4 The LLFA has the overriding decision on whether a formal investigation is to take place.

3.6.5 After a flooding incident, the Investigating Officer will follow the eligibility criteria for flood investigations to determine whether an investigation should be carried out. Where a number of incidents meet the eligibility criteria, flood investigations will be prioritised.

3.6.6 Prioritisation will take into consideration factors such as the extent, depth and duration of the flooding, history of flooding at that location, the number of properties affected and the impact on infrastructure including roads and other major services such as emergency services.

3.6.7 The Flood and Water Team undertaking flood investigations work closely with the other risk management authorities to try to establish the causes of flooding, identify the responsible parties and notify these parties of our findings. Where possible, the Council will work with these partners to mitigate flooding issues however our duty to investigate does not guarantee that these issues will be resolved.

3.6.8 Where a flood investigation has been completed, we will publish a 'Flood Investigation Report' in due course.

3.7 Designating assets

3.7.1 Designation is a form of legal protection reserved for key structures or features that are privately owned and maintained and that contribute to the management of flood and coastal erosion risks.

3.7.2 Designation aims to ensure that owners do not in advertently alter structures and features and potentially increase flood or erosion risk to themselves, their neighbours and the wider community.

3.7.3 A designation is a legally binding notice served by the designating authority to the owner of the structure or features and the notice is also a local land charge.

3.7.4 Designating authorities are:

- Cambridgeshire County Council;
- Environment Agency;
- District and City councils; and
- Internal Drainage Boards.

3.7.5 They may 'designate' features or structures where the following four conditions are satisfied:

- a) The designating authority thinks that the existence or location of the structure or feature affects flood risk;
- b) The designating authority manages the risk affected;
- c) The structure or feature is not already designated by another authority;
- d) The owner of the structure or feature is not a designating authority.

3.7.6 If an asset becomes 'designated' its owner cannot alter, remove it or replace it, without prior consent from the designating risk management authority.

3.7.7 In order to ensure that there is consistency in designating across all the designating authorities, the list of proposed designations will be circulated to Cambridgeshire Flood Risk Management Partnership members prior to each quarterly meeting, and any contested designations would be discussed and agreed in the meeting.

3.7.8 Internal Drainage Boards also may use their bylaws to protect the integrity of flood risk assets.

4 Objective 3: Helping Cambridgeshire's citizens to manage their own risk

4.1 Stakeholder and community engagement

- 4.1.1 The key to enabling and empowering communities to manage their own flood risk is by working with them to understand what the risk are, and supporting them in the development of plans to reduce those risks.
- 4.1.2 This can be facilitated by clearly communicating to property owners what their responsibilities are to protect their own properties from flooding and the effects of flooding. Part of this is in educating landowners so that they appreciate the value, nature and role of a watercourse, and that to work effectively a watercourse needs to be maintained in good order.
- 4.1.3 Stakeholder engagement strategy
To facilitate close working relationships the Cambridgeshire Flood Risk Management Partnership has created a stakeholder engagement strategy. The strategy covers how the work and progress of the Cambridgeshire Flood Risk Management Partnership will be communicated to all stakeholders.
- 4.1.4 The key objectives identified through the development of the Cambridgeshire Flood Risk Management Partnership stakeholder engagement strategy are to:
- Raise awareness and provide an understanding about the Cambridgeshire Flood Risk Management Partnership programmed of work and its objectives for all key stakeholder groups;
 - Self awareness;
 - Ensure that the key stakeholders are aware of who they should contact for different flood risk management activities and how;
 - Provide all key stakeholder groups with an update on the progress of flood risk management;
 - Identify the most appropriate communication methods for communicating with each stakeholder group;
 - Providing key stakeholders with a way to feedback to the partnership on flood risk management;
 - Ensure communication identifies clear links with other interdependent areas of work to avoid confusing and conflicting messages to key stakeholder groups; and
 - Effectively monitor communication activities and use this to influence future planning, messages and communication activities.

- 4.1.5 As part of the stakeholder engagement strategy, Cambridgeshire undertakes many targeted consultation and communication exercises for flood risk management. For example officers from the county council regularly attend town and parish meetings to discuss issues related to flood risk, work with the second tier councils to support them at neighbourhood panels and flood forum meetings. The county council helps county councillors to understand flood risk in Cambridgeshire by running targeted workshops and seminars, for example, following the extreme rainfall event in August 2014, the county council ran flood drop in events for those communities worst affected.
- 4.1.6 The county council supports the 'In Your Patch' meetings that take place in each district four times a year and provide an opportunity for local members to discuss issues on a district basis. The county council has also facilitated the flooding memories project a consultation exercise that collected information on flood events from members of the public.
- 4.1.7 Flooding memories project
In the autumn 2010 the Cambridgeshire Flood Risk Management Partnership ran the Cambridgeshire flood memories project. The aim of this project was to engage with the public to report on small to medium sized flood events which may have affected one or two houses, roads, gardens, fields or business premises. It also emphasised the importance of reporting past flood events caused by localised problems such as blocked drains. This project not only served to identify areas of local flood risk but also proved a valuable exercise on engaging with the public on their flood risk concerns. Positive public feedback from the flooding memories project led the council to establish an interactive online flood reporting facility on our website (see figure 11). Members of the public are able to click on an interactive map to report flood incidents. The council then ensures that the reported incidents are investigated by the appropriate Risk Management Authorities and feedback on the findings from these investigations will be published on the council's web pages.
- 4.1.8 Flooding has been identified as one of the most likely risks to the residents of Cambridgeshire, through the community risk register.
- 4.1.9 Flood maps, produced by the Environment Agency, can help in understanding if communities are at risk, however, surface water flooding is difficult to predict as it is usually the result of the torrential rain that fills sewers and drainage systems to capacity in a very short period of time. Therefore, it is important that communities are made aware of the risk to their properties so they can take steps to prepare.

Cambridgeshire County Council

Home A-Z Services My Cambridgeshire Online services News Contact Us

Online forms
Register now
Sign in

Flooding reporting

Form reference: 1237890

Location

Items marked with an asterisk (*) must be completed.

Don't worry if you can't answer every question; just give as much information as you can. You can tick as many options as apply in your case.

To report a serious problem related to flooding please **call the Police**.

Your report will be investigated within two weeks and we'll update you with our progress. We will then work with our partners to try and resolve the issues when we can.

Click on the map below on the area where your flood occurred.

Use the arrows on the left hand side of the map to move it to the area of the county you want to tell us about.

Figure 10 Screen shot of the online interactive map to report flood incidents

4.1.10 The key steps are as follows:

- sign up to the Environment Agency's free flood warning service that can give you advance notice of when flooding from rivers and the sea is likely to happen; <https://fwd.environment-agency.gov.uk/app/olr/register>
- communities need to know the different levels of flood warning codes (flood alert, flood warning, and severe flood warning) and the actions that they should take;
- residents need to check their insurance cover, and confirm that their buildings and contents insurance covers flooding and the level of cover provided.

4.1.11 Aside from the key steps above, specific flood guidance in this section can help communities protect themselves, their home and valuables by understanding what to do before, during, and after a flood. Cambridgeshire County Council has published some useful guidance for communities:
http://www.cambridgeshire.gov.uk/info/20090/emergency_planning/482/flooding

4.1.12 The Environment Agency has developed a pamphlet which provides advice on how to make homes more resilient.
<http://publications.environment-agency.gov.uk/PDF/GEHO1009BRDL-E-E.pdf>

4.1.13 Anglian Water Services Ltd had a campaign called Love Every Drop that seeks to engage with individuals and communities to put water at the heart of sustainable living. Anglian Water has stated that it is committed to effectively managing the impacts of growth and climate change to help address flood risk.



4.1.14 More than half of sewer blockages, that cause flooding and pollution incidents, are caused by fat, oil, grease (FOG) and unflushable items being placed down sinks and toilets. Anglian Water Services Ltd have a campaign known as Keep it Clear, which promotes good use of the public sewerage system. By working together with communities in high risk areas, residents have been able to reduce blockages by an average of more than 50%. More information on Keep it Clear can be found at
<http://keep-it-clear.co.uk>

4.1.15 Local flood forums

The Huntingdonshire flood forum was set up by the district council in 2003 to give parish councils the opportunity to raise general queries on flooding, flood prevention and land drainage responsibilities. It also provides parish councils with the opportunity to raise more specific points related to localised flooding problems.

Aiming to encourage the resolution of local land drainage and flooding problems, the forum meets on an annual basis and is coordinated by the district council.

4.1.16 National Flood Forum

The National Flood Forum has produced a blue pages directory which provides information and advice on what products are available to help protect homes or business against flooding. It can be found here

<http://www.nationalfloodforum.org.uk/>

4.2 Community Impact Assessment

- 4.2.1 A Community Impact Assessment has been undertaken for this strategy to identify any potential impact that it may have on Cambridgeshire communities. The Community Impact Assessment can be found with the accompanying documentation.
- 4.2.2 The key findings of the Community Impact Assessment were that this strategy will bring together and coordinate activities in flood risk management to ensure the most effective and efficient use of resources. Arrangements will be formalised between key stakeholders to undertake new responsibilities including agreeing objectives and actions to reduce flood risk in Cambridgeshire. The revised strategy includes a refreshed Community Impact Assessment.
- 4.2.3 The strategy will enable linkages and potential multiple benefits for flood risk management and other funding routes and opportunities. The strategy will have a positive effect on areas of deprivation and vulnerable members of the community, as flood risk management activities are prioritised for these groups.

5 Objective 4: Ensuring appropriate development in Cambridgeshire

This chapter considers the relationship between local flood risk management and the planning system and how the two can support each other to achieve common objectives.

5.1 National context

- 5.1.1 The purpose of the planning system is to contribute to the achievement of sustainable development. The National Planning Policy Framework references the United Nations General Assembly definition of sustainable development: delivering development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The National Planning Policy Framework (NPPF) also refers to the UK sustainable development strategy Securing the Future which sets out five guiding principles of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly. It is within this context that all development should be delivered. The National Planning Policy Framework can be accessed via the following link:
<http://planningguidance.planningportal.gov.uk/>
- 5.1.2 A key part of this approach is to ensure that new development is planned to manage the risk of flooding. This should be taken into account in local plans, by directing new development to areas with the lowest probability of flooding, and, in development management, by determining planning applications such that decisions comply with planning policy. Development also needs to be monitored to ensure that it is built according to the agreed permissions and, if necessary, enforcement action may need to be taken to deal with unauthorised development. Planning processes also need to ensure that any flood risk management techniques adopted will conserve and enhance the historic environment, heritage assets and their settings.
- 5.1.3 NPPF states that “inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere”. National Planning Practice Guidance (NPPG) on flood risk published alongside this framework sets out how this policy should be implemented and carries forward guidance previously contained in Planning Policy Statement 25 titled ‘Development and Flood Risk’ and the NPPF technical guidance which previously accompanied

this document. The NPPG can be accessed via the following link:

<http://planningguidance.planningportal.gov.uk/>

- 5.1.4 Changes being introduced by the Localism Act devolve power to the most appropriate level, abolishing Regional Spatial Strategies, including the East of England Plan (May 2008), and giving the second tier councils in Cambridgeshire responsibility for setting future levels of development for their areas. The Localism Act also enables local communities to develop Neighbourhood Plans, which may set out planning policies for their local areas that authorities will have to take into account in developing their own plans. For more information on the Localism Act please go to the following link:

<http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted>

- 5.1.5 While the full impact of these changes remains to be seen, it is clear that local planning policies will assume much more importance in the future, and this highlights the need for close working between the Cambridgeshire authorities on planning and flood risk management.

5.2 Local context

- 5.2.1 Cambridgeshire County Council is now a statutory consultee on all major planning applications, with the Local Planning Authorities seeking technical advice from the county council on surface water flood risk and sustainable drainage systems. It was previously envisaged that the county council would become a Sustainable Drainage Systems Approval Body as set out within Schedule 3 of the Flood & Water Management Act (2010) however government have confirmed this will not come into force.
- 5.2.2 In addition to these duties, the county council has a regulatory role in respect of issuing and enforcing formal Land Drainage Act consents for activities on ordinary watercourses outside Internal Drainage Board areas and also for consenting third party activities on “designated structures”; therefore a parallel process to issuing planning permissions is also sometimes required.
- 5.2.3 These new duties will result in significant changes to the county council’s involvement in the planning system. It is important that the appropriate linkages are made to maximise opportunities for sustainable development and adaptation to climate change; ensuring that the planning process continues to operate efficiently in sustaining local communities, promoting economic growth and protecting and enhancing the environment.
- 5.2.4 Local Planning Authorities have the overall responsibility for ensuring that new developments and redevelopments do not increase flood risk elsewhere and are located in the areas of lowest risk practicable. If development is to be undertaken in areas of flood risk, the local planning authorities should ensure it is informed by an appropriate flood risk

assessment or surface water drainage strategy and that development is appropriately flood resistant and resilient. The local planning authority also has the responsibility to give priority to the use of sustainable drainage systems, along with consulting with the EA on developments proposed within Flood Zone 2 and 3 and any proposal within 20 metres of a main river.

- 5.2.5 This strategy seeks to highlight the benefit of partnership working, in terms of coordinating processes, plans, and policies, with regard to the planning function in Cambridgeshire.

5.3 Plan-making in Cambridgeshire

- 5.3.1 In Cambridgeshire, Cambridge City Council and the District Councils, as Local Planning Authorities, are responsible for preparing local plans for their areas. Additionally Cambridgeshire County Council is a Local Planning Authority in relation to minerals and waste. Local plans set out opportunities for development and clear guidance on what will or will not be permitted and where. Local plans should also set out strategic priorities for their areas, including policies to deliver climate change mitigation and adaption, and will need to be supported by adequate, up-to-date and relevant evidence, including evidence on flood risk which is held within the Strategic Flood Risk Assessments, and expanded on further in this section.

5.3.2 Neighbourhood planning

Neighbourhood planning is a new right for communities introduced through the Localism Act 2011. For the first time, local people will have a major statutory say in helping to shape development in the areas in which they live. Neighbourhood planning which may set out planning policies for the local area but which should be in line with the strategic policies of the adopted development plan. Neighbourhood development plans will become part of the local statutory development plan and will form the basis for determining planning applications in that area. A neighbourhood development order enables the community to grant planning permission for the development it wishes to see. The local parish or town council will lead the work. In areas without a parish council, new neighbourhood forums will take the lead. In areas which are predominately commercial, the neighbourhood forum can be led by a business neighbourhood forum.

- 5.3.3 The local planning authority must provide support and make the necessary decisions at key stages, for example, it will organise the neighbourhood referendum at the end of the process. The referendum ensures that the local community has the final say on whether a neighbourhood development plan, neighbourhood development order or a community right to build order comes into force in their area. Neighbourhood plans must be in general conformity with the strategic policies of corresponding

local plans, but outside these strategic elements neighbourhood plan policies will take precedence over existing local plan policies, where they are in conflict.

5.3.4 Planning and local flood risk in Cambridgeshire

Cambridgeshire County Council has undertaken a strategic Surface Water Management Plan, and produced a Preliminary Flood Risk Assessment that identifies any high level flood risk in Cambridgeshire. Although the documents cannot be used to assess flood risk for individual developments, they can be used to inform strategic planning decisions. It is anticipated that sites that are identified after detailed assessment as being at risk of flooding will require a site specific flood risk assessment. This flood risk assessment will help to assess risks and any mitigation required and to inform the detailed design of surface water systems for any development planned on a site. A guidance document for the use of Surface Water Management Plan evidence in planning decisions has been produced for use by local planning authorities and key stakeholders.

- 5.3.5 To facilitate a coordinated approach to planning in Cambridgeshire, the Chief Planning Officers from the second tier local authorities and officers from Cambridgeshire County Council meet regularly to share information on planning issues in the county and where appropriate include key stakeholders in water management discussions.

5.3.6 Managing Development

Development management refers to the process for determining applications for the development of land, whether for housing, business, schools or other uses. The second tier authorities are responsible for determining most planning applications including housing, health, retail, offices and leisure. The county council is responsible for determining planning applications related to minerals and waste and its own developments, such as local authority schools, and highways schemes.

- 5.3.7 Internal Drainage Boards advise on planning applications for development within their catchments or those on the outside of the catchments that are considered to have an impact on the drainage catchment. For example it is important that developers understand that in Internal Drainage Board catchments, in some cases direct unattenuated discharge to a watercourse may be permitted, in other circumstances only attenuated flows will be allowed by the Internal Drainage Board, whether the proposed method of connection is by private means or public sewer. In some circumstances capacity issues make it difficult for permit to be given for new discharges.

- 5.3.8 Internal Drainage Boards also have a role in advising on local planning strategies, for example Water Cycle Strategies and Strategic Flood Risk Assessments.
- 5.3.9 Flood risk in Cambridgeshire is assessed in the planning process in a number of ways. The planning process applies a principle called a sequential test that seeks to identify, allocate or develop certain types or locations of land before others. (This is now contained within the National Planning Policy Framework) For example, a site considered to be at low flood risk in Flood Zone 1 should be considered before a site in a Flood Zone 2 or 3 (3a and 3b) wherever practicable.
- 5.3.10 The Environment Agency is a statutory consultee for planning applications. Therefore, Local Planning Authorities have to consult the Environment Agency on certain development proposals at risk from fluvial and tidal flooding before they make a decision. There is list on the Environment Agency's website which explains what proposals they want to be consulted on. This list also gives advice and helps steer the applicant to the appropriate level of detail required for a Flood Risk Assessment.
- 5.3.11 At present, the Environment Agency is required to be consulted by the Local Planning Authorities on all developments other than minor development in Flood Zone 3; non-minor development in Flood Zone 2 which falls within certain vulnerability categories; non-minor development in Flood Zones 1, 2 and 3 where the development is less than 20 metres from a main river or in an area with critical drainage problems. The Environment Agency provides technical advice to Local Planning Authorities and developers on how best to avoid, manage and reduce adverse impacts of flooding.
- 5.3.12 The flood zones are the starting point for the sequential approach. The Environment Agency classifies land into zones. Flood Zone 3 (3a or 3b) or high levels of local flood risk; Flood Zone 2 or medium levels of local flood risk; and Flood Zone 1 or low levels of local flood risk. Flood Zones 2 and 3 (3a and 3b) are shown on the Environment Agency flood map with Flood Zone 1 being all the land falling outside zones 2 and 3 (3a and 3b). These flood zones refer to the probability of sea and river flooding only and does not take into account any existing flood defences or flooding from other sources.
- 5.3.13 In an area such as Cambridgeshire that relies heavily on flood defences, particularly in the Fens, and along main rivers; the residual flood risk, (i.e. the flood risk considering the presence of existing defences) is also considered in determining the viability of land for planning.

5.3.14 Many parts of Cambridgeshire fall within Flood Zones 2 and 3 of the EA flood map. Unfortunately, as the EA flood zone classification does not take into account defended areas, it is difficult to avoid further development in these areas. However, wherever possible, development will be steered to sites of lowest flood risk. A Level 2 SFRA provides more detailed information on areas benefitting from defences.

5.3.15 Development needs to also consider the aspirations of water companies, e.g., Anglian Water Services Ltd would like to maximise opportunities for surface water to be separated from the combined sewer through new and redevelopment. Anglian Water would also like to see surface water removed from the combined system, and public sewers to free up capacity for future growth, climate change and urban creep.

5.3.16 The National Planning Policy Framework also sets out the exception test. Highly vulnerable development in Flood Zone 2, essential infrastructure and more vulnerable development proposed in Flood Zone 3a and essential infrastructure proposed in Flood Zone 3b requires the exception test. For the exception test to be passed:

- It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
- A site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

5.3.17 Both elements of the test will have to be passed for development to be allocated or permitted. The flood risk assessment should identify and assess the risks of flooding to and from the development and demonstrate how these flood risks will be managed so that the development remains safe throughout its lifetime, taking climate change into account without increasing risk to others.

5.3.18 Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a charge which local authorities can place on developers to help fund infrastructure needed to support new development in their areas, including flood mitigation measures. It will partially replace the existing Section 106 system. Unlike Section 106 Planning Obligations, CIL Receipts are not earmarked for particular infrastructure. Instead CIL monies are pooled into one fund which can be used for infrastructure, as set out in local planning authorities' Regulation 123 List, needed to support new development across relevant Council's administrative area. Planning obligations may not be used to fund an item that is locally intended to be funded by CIL. The Planning Act 2008 includes a definition of the infrastructure that can

be covered by the levy, as follows:- transport, schools, hospitals, parks and flood defences. For further information on the progress of the Cambridgeshire authorities in relation to CIL, please refer to each authorities website.

5.3.19 Strategic Flood Risk Assessments

As discussed in chapter 4, Strategic Flood Risk Assessments are used to refine information on the probability of flooding, taking into account local and other sources of flooding, and the impacts of climate change. Strategic flood risk assessments should identify the current and future extent and nature of flooding from fluvial, tidal and other natural/artificial sources. They can help improve understanding of what may flood, how, where, how often, and to what extent. In turn it informs decisions on flood risk management, land allocation and emergency planning, which can all contribute to flood risk reduction and help deliver sustainable development.

5.3.20 Internal Drainage Boards may also require flood risk assessments if the application is being made in an Internal Drainage Board catchment where Internal Drainage Board consent is required.

5.3.21 The overall aspiration for development in Cambridgeshire is that it should steer new development to areas of low flood risk (i.e. Flood Zone 1). Where there are no reasonably available sites in Flood Zone 1, decision-makers can identify broad locations for development, whilst taking into account the flood risk vulnerability of each site. Preferably directing development to areas of medium flood risk rather than high flood risk (i.e. Flood Zone 3), and applying (where required) an exception test that ensures the development is safe, does not increase risks elsewhere and where possible reduces risks overall.

5.4 **Cambridgeshire County Council as a Statutory Consultee**

5.4.1 For many years, the county council had been expecting to become a Sustainable Drainage Systems (SuDS) Approving Body (SAB) and would have been responsible for approving, adopting and maintaining SuDS on new developments. The purpose of SuDS is to mimic natural drainage, significantly reduce surface water runoff and improve water quality. Implementation of this legislation will now not come forward.

5.4.2 A number of consultations were launched by government during 2014 setting out an alternative approach to implementing SABs. Following this, on the 24th March 2015, the Government laid a statutory instrument making the county council as a Lead Local Flood Authority a statutory consultee by adding the consultation requirement to Schedule 5 of the

Town & Country Planning (Development Management Procedure) Order 2015. This came into effect on the 15th April 2015.

- 5.4.3 In considering planning applications for major developments, Local Planning Authorities should consult with the county council in its role as Lead Local Flood Authority on the management of surface water. The Local Planning Authority will need to satisfy themselves that the proposed minimum standards of operation for SuDS are appropriate and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance of SuDS over the lifetime of the development. The county council will be required to provide technical advice on the surface water drainage strategies and designs put forward for new developments. In the future, to enable the county council to manage resources efficiently and focus on the highest risk planning applications, standing advice for surface water will be developed and shared to Local Planning Authorities for planning applications as appropriate.
- 5.4.4 A Flood and Water Supplementary Planning Document (SPD) is being produced by the County Council in conjunction with Local Planning Authorities and water management authorities to support Local Planning Authorities and provide guidance to applicants when considering flood and water matters for planning applications in Cambridgeshire. Whilst the Cambridgeshire Sustainable Drainage Systems Design and Adoption Handbook will no longer be published due to the announcements from government the key design requirements of this handbook have been incorporated and updated within the relevant sections of the SPD.
- 5.4.5 Once the Flood and Water SPD is adopted by the relevant Local Planning Authorities, it will be a material consideration in the determination of planning applications. It should be noted that the Local Planning Authorities are likely to adopt the SPD at different times depending on the progress of their Local Plans and adoption processes.
- 5.4.6 The county council will work together with developers and partners, including Local Planning Authorities and the Highways Authority to encourage planned developments with adequate drainage assets. The standards of these drainage assets should meet the minimum standards for adoption ideally for adoption by an appropriate risk management authority.
- 5.5 Ordinary watercourse consents**
- 5.5.1 Under the Flood and Water Management Act 2010 the county council has a duty to be responsible for consenting of ordinary water courses outside

of Internal Drainage Boards under the Land Drainage Act 1991. The duty transferred from the Environment Agency to County Council in April 2012.

- 5.5.2 The County Council is responsible for ensuring that works to an ordinary watercourse such as a mill, dam, weir, or culvert that may affect the flow of water through the ordinary water course gains the proper consents prior to any work taking place. This enables the county council to ensure that any work will not cause a flood risk. Therefore, if riparian owners wish to culvert an ordinary watercourse or insert any obstruction, consent will be required.
- 5.5.3 An application for consent can be made through a form that is available on either the Cambridgeshire County Council, or Internal Drainage Board website (as appropriate). There will be a charge and conditions may be applied to any consent granted. The County Council offers a changeable pre-application service for consenting.
- 5.5.4 An Internal Drainage Board or county council must liaise with the Environment Agency before carrying out any such work to ordinary watercourses and they must have regard to any guidance issued by the Environment Agency.
- 5.5.5 The Environment Agency is responsible for consenting of works to main rivers.



Figure 11 Lamb Drove Sustainable Drainage Scheme

5.6 Planning enforcement

- 5.6.1 The planning application process is supported by a system of enforcement, which ensures that development has planning permission and has been built in accordance with approved plans and that any conditions on an application are met by the developer according to agreed timescales.
- 5.6.2 The second tier authorities are responsible for the enforcement of their areas of decision making (housing, business and other types of development). Cambridgeshire County Council is responsible for the enforcement of county matters (mineral extraction and mineral processing, waste disposal and recycling and county council services e.g. schools, libraries, roads and transport infrastructure.).
- 5.6.3 As detailed in this chapter, the introduction of requirements for sustainable drainage approval also means that new developments need to be subject to a new system of enforcement to ensure that SuDS work is undertaken to the required standard.

- 5.6.4 Where enforcement action is considered necessary, both planning and flood and water management officers will need to work closely together to decide what enforcement actions may be required having had regard to the relevant flood risk enforcement policy. In some cases, it may be possible to achieve an agreed solution through the submission of a new planning application or amending the drainage designs to meet SuDS approval requirements.
- 5.6.5 It is also very important that SuDS systems are used for both flood risk management and controlling diffuse pollution. The Lead Local Flood Authority will liaise with the relevant planning teams to ensure that this dual benefit of SuDS systems are utilised where appropriate through the planning approval processes.

5.7 Water Framework Directive

- 5.7.1 The European Water Framework Directive (WFD) requires the local flood risk management strategy to take account of River Basin Management Plans (RBMPs) along with the programme of measures for implementing these plans.
- 5.7.2 The measures proposed by our local flood risk management strategy will be consistent with Article 4 of the directive, which outlines the environmental objectives as follow:
- All surface water bodies to achieve good ecological and chemical status by 2015;
 - This covers inland waters, transitional waters (estuaries) and coastal waters;
 - All groundwater bodies to achieve good groundwater quantitative and chemical status by 2015;
 - Heavily-modified water bodies and artificial water bodies to achieve good ecological;
 - potential and good surface water chemical status by 2015;
 - No water bodies to experience deterioration in status from one class to another;
 - Protected Areas to achieve the requirements made under their designation in relation to the water environment.
- 5.7.3 Plans for achieving WFD Objectives
- In terms of flood risk management , as much as possible, flood risk management plans will be aligned with River Basin Management Plans in order to meet the challenges of WFD environmental objectives. This means that flood risk management schemes will be planned and delivered bearing in mind the following requirements:
- To protect and enhance the water environment;

- To ensure that there is flood risk activities do not deteriorate water bodies;
 - To change the way flood assets are managed in order to improve the quality of water bodies.
- 5.7.4 As part of the process of aligning WFD requirements with local planning, the County Council is ensuring that applications for Land Drainage Consents are assessed for WFD compliance.
- 5.7.5 As a lead local flood authority, the county council will always ensure that a sustainable approach to reducing local flood risk is adopted and seek to lessen the risk of localized flooding using mechanisms that are economically viable with environmental benefits.
- 5.7.6 The County Council's Strategic Environmental Assessment prepared in support of the Local Flood Risk Strategy provides more information on the condition of the county's watercourses with respect to the requirements of the WFD.
- 5.7.7 In meeting the objectives of the River Basin Management Plan, the competent authorities for contributing to their delivery are the Internal Drainage Boards, Local Authorities, Water companies and the EA.

6 Objective 5: Improving flood prediction, warning and post flood recovery

6.1 Civil Contingency and Community Resilience

- 6.1.1 The Civil Contingencies Act 2004 lists local authorities, the emergency services and other organisations (including Environment Agency) as category 1 responders to all emergencies including flooding. The Act sets out clear roles and responsibilities for the category 1 and 2 responders for managing emergency planning and response at a local level. For more information on the Civil Contingency Act 2004 please go to the following link: <http://www.legislation.gov.uk/ukpga/2004/36/contents>
- 6.1.2 Cambridgeshire and Peterborough Local Resilience Forum (CPLRF)
The Cambridgeshire and Peterborough Local Resilience Forum was established in response to the statutory requirements of the Civil Contingencies Act 2004. It brings together all the local category 1 and 2 responders to implement a planned and coordinated approach to all the potential emergencies. There are a number of sub-groups in the

Cambridgeshire and Peterborough Local Resilience Forum that cover the specific emergency subjects. The work for flooding emergency and response is covered by the severe weather sub-group.

6.1.3 The members of the Cambridgeshire and Peterborough Local Resilience Forum include:

- Environment Agency;
- Cambridgeshire County Council;
- Cambridge City Council;
- East Cambridgeshire District Council;
- Huntingdonshire District Council;
- Fenland District Council;
- Peterborough City Council;
- South Cambridgeshire District Council;
- Cambridgeshire Constabulary;
- Cambridgeshire Fire and Rescue Service;
- Department for Communities and Local Government
- Highways England;
- East of England Ambulance NHS Trust;
- NHS England East Sub Regional Team;
- NHS Cambridgeshire & Peterborough Clinical Commissioning Group;
- Public Health England;
- Military; and
- South Staffordshire Water (Cambridge Water Company).

6.2 Planning for the flood emergency

6.2.1 A number of initiatives have been undertaken to prepare for future flood emergencies.

6.2.2 Flood Risk Assessment

Under the Civil Contingencies Act 2004 all the category 1 responders in Cambridgeshire have a legal duty to assess all the risks of an emergency occurring within or affecting their areas. This work ensures that the responders have shared understanding of the risks and also informs the emergency planning and response. The members of Cambridgeshire and Peterborough Local Resilience Forum regularly review and publish a community risk register.

6.2.3 The community risk register suggests that Cambridgeshire faces a significant risk from flooding. Evidence demonstrates that the certain parts of the county are particularly vulnerable to tidal and fluvial flooding.

6.2.4 In addition to the community risk register, the Environment Agency identifies a number of areas vulnerable to flooding in the county which are

covered by their free flood warning service, Floodline Warnings Direct (FWD). In these areas flooding can be caused by main rivers such as River Great Ouse, River Nene, and River Cam.

6.2.5 Cambridgeshire & Peterborough Local Resilience Forum plans

Several plans have been created that detail what the responsible authorities need to do in a flood event. These plans include:

- **River (Fluvial) flood plan**
This plan details the multi-agency coordinated response to an incident of River (fluvial) flooding, or the risk of such an incident occurring in Cambridgeshire.
- **East Coast flood plan**
This plan provides an overview of the phased response to an East Coast flood event (storm surge) and the consequences on the tidal River Nene, caused by breaching or overtopping. The plan includes the associated trigger points and the preparedness and response measures that are likely to be required in such circumstances. Sections of this plan can also be followed in response to times of fluvial flooding, high tide and tide lock at Dog-in-a-Doublet sluice
- **Severe Weather plan**
This plan is the multi-agency response plan for adverse weather events in Cambridgeshire and Peterborough, and provides outline information on the response, management and roles and responsibilities of individual agencies. An annex to this plan covers the surface water flooding incident, Multi-Agency, Joint Operations Room protocol. This arrangement has been set up following the flood incidents that occurred in Cambridgeshire in August 2014.
- **Reservoir Emergencies Generic Off-Site plan**
This plan is to ensure that local responders are able to make a swift and effective response to any reservoir emergency. Legislation requires on-site plans for those reservoirs exceeding 25,000 cubic metres.

6.2.6 Awareness raising

6.2.7 Flood Warning

The Environment Agency provides a flood warning service throughout the country in areas at risk of flooding from rivers or sea. They monitor rainfall, river levels and sea conditions and forecast the possibility of flooding. If flooding is forecast, flood warnings are issued via a number of different channels including Floodline Warning Direct, Environment Agency website, Facebook FloodAlerts' app, and local media etc. There are a

number of the flood warning areas across Cambridgeshire where many properties and critical infrastructure (e.g. schools, care homes, and fire stations) are at risk of flooding. For example a combined number of 6,519 properties are affected by the River Great Ouse including 11 schools, 4 fire stations, 2 police stations and 1 ambulance station.

6.2.8 Warning codes

The Environment Agency uses three different warning codes – Flood Alert, Flood Warning and Severe Flood Warning. Each warning code is communicated to the public and requires a different response from residents and the emergency responders. The relevant information about the warning codes are listed below.

6.2.9 Flood Alert



Key message: Flooding is possible. Be prepared.

Timing: 2 hours to 2 days in advance of flooding.

Trigger: Forecasts that indicate that flooding from rivers may be possible, and forecast intense rainfall for rivers that respond very rapidly, and /or forecasts of high tides, surges or strong winds.

Resident's actions:

- Be prepared for flooding and prepare a flood kit of essential items;
- Avoid walking, cycling or driving through flood water;
- Farmers should consider moving livestock and equipment away from areas likely to flood
- Call Floodline on 0845 988 1188 for up-to-date flooding information;
- Monitor local water levels on the Environment Agency website www.environmentagency.gov.uk

How communicated?

- Flood warning direct, Floodline and the internet.

6.2.10 Flood Warning



Key message: Flooding is expected, and immediate action required.
Timing: Half an hour to 1 day in advance of flooding.
Trigger: High tides, surges coupled with strong winds, and / or heavy rainfall forecast to cause flash flooding of rivers, and / or forecasting flooding from rivers.

Resident's actions:

- Protect yourself, your family and help others move family, pets and valuables to a safe place.
- Turn off gas, electricity and water supplies if safe to do so and put flood protection equipment in place.
- If you are caught in a flash flood, get to higher ground.
- Call Floodline on 0845 988 1188 for up to date information.

How communicated: Flood warning direct, Floodline, the internet and media

6.2.11 Severe Flood Warning



Key message: Severe flooding and danger to life.
Timing: When flooding poses a significant threat to life and different actions are required.
Triggers: Actual flooding where the conditions pose a significant risk to life and / or widespread disruption to communities, and /or on-site observations from flooded locations, and / or a breach in defences or

failure of a barrier that is likely to cause significant risk to life, and /or discussions with partners

Resident's actions:

- Stay in a safe place with a means of escape;
- Be ready should you need to evacuate from your home;
- Co-operate with the emergency services;
- Call 999 if you are in immediate danger; and
- Call Floodline on 0845 988 1188 for up-to-date flooding information.

How communicated: Flood warning direct, Floodline, the internet and media

6.2.11 Warning Removed

Key message: No further flooding is currently expected for your area.

Timing: Issued when a flood warning or severe flood warning is no longer in force.

Trigger: Risk of flooding has passed, and / or river or sea levels have dropped back below severe flood warning or flood warning levels, and / or no further flooding is expected, and / or professional judgment and discussions with partners agree that a severe flood warning status is no longer needed.

Residents' actions: Be careful. Flood water may still be around for several days and could be contaminated. If you've been flooded, bring your insurance company as soon as possible.

How communicated: Flood warning direct, Floodline, and the internet

6.2.12 The Environment Agency also provides the flood warning services for the emergency responders. A web-based service will provide the responders with a targeted and efficient service which will enable them to easily monitor their assets that are at risk of flooding. The responders can manage the information in the system and will be alerted by email when their assets are at risk from flooding.

6.3 Responding to a flood emergency

6.3.1 Response to flooding can be varied subject to the level and severity of the flooding. The relevant Cambridgeshire and Peterborough Local Resilience Forum Flood Plan sets out the process and procedures for responding to flood emergencies.

6.3.2 Responding to a flood event

- 6.3.3 There are several activation routes for the response to the flooding. Each flood plan details these arrangements, which is normally first to convene a Flood Advisory Service Teleconference or a Severe Weather Teleconference.
- 6.3.4 The plan defines the roles and the responsibilities of the agencies involved in the response to flooding emergency. They are summarised as follows:
- 6.3.5 Environment Agency
Role: Provide information, specialist knowledge and support to local level emergency planning.
Responsibilities:
- Provide warnings;
 - Maintain defences;
 - Support local emergency planners;
 - Provide public information about flooding; and
 - Chair Flood Advisory Service Teleconference.
- 6.3.6 Local Authorities
Role: Support emergency services during the response and coordinate the recovery
Responsibilities:
- Prepare and maintain the Cambridgeshire and Peterborough Local Resilience Flood (Fluvial) Plan;
 - Monitor warnings issued by the EA or the Met Office;
 - Implement road closures;
 - Resource Contact / Call Centres to take the lead in dealing with general enquiries from the public during and after major flooding;
 - redirecting calls to other organisations when appropriate;
 - Coordinate incident reports and response prior to formation of Tactical Coordinating Group;
 - Manage the Recovery phase of the incident(s);
 - Employ resources to mitigate the effects of the Emergency;
 - Emergency Feeding and Housing of victims / evacuees;
 - Provide welfare and counselling;
 - Coordinate humanitarian assistance and the voluntary sector;
 - 'Clear Up' Operations on site; and
 - Restoration of normality.
- 6.3.7 Cambridgeshire Constabulary
Role: Lead a coordinated response to protect life and property
Responsibilities:
- Lead the multi-agency command and control, including coordination of Major Incident and Inter-Operability communications with other Agencies;

- Coordinate road closure and traffic management;
- Coordinate incident reports and response on formation of the Tactical Coordination Group; and
- Lead media liaison in line with the Cambridgeshire and Peterborough Local Resilience Flood Plan Communications Plan.

6.3.8 Cambridgeshire Fire and Rescue Service

Role: The coordination of all rescue measures and the provision of specialist equipment.

Responsibilities:

- Coordination of the rescue of trapped people/casualties;
- Managing the safety of personnel in the inner cordon; and
- Information gathering and risk assessment.

6.3.9 East of England Ambulance NHS Trust

Role: Treatment of all casualties at the scene and where necessary transporting casualties to hospital

Responsibilities:

- Provide the focal point for medical resources;
- Treatment and care of injured at the scene;
- Triage of casualties at the scene; and
- Liaison with nominated hospitals.

6.4 Recovery

6.4.1 At an early stage during a flood event the key agencies consider the recovery process and the activation of the Cambridgeshire and Peterborough Local Resilience Forum Community Recovery plan. An appropriate agency is identified to lead on recovery, which is normally the District Council in whose area the flooding has taken place. There are arrangements whereby the District Council can request the County Council to lead or in the event that flooding is Countywide. The lead recovery agency will identify and engage the other relevant agencies and establish a recovery coordinating group (chaired by the 'lead' Local Authority).

6.4.2 The membership of the recovery coordinating group will vary depending on the nature and extent of the flood, but usually include the following organisations:

- Local Authorities;
- Environment Agency;
- Cambridgeshire Constabulary;
- Cambridgeshire Fire and Rescue Service;
- Department for Communities and Local Government
- East of England Ambulance NHS Trust
- Met Office

- NHS England
- NHS Cambridgeshire and Peterborough Clinical Commissioning Group
- Public Health England
- Transport Companies
- Utilities Companies;
- Internal Drainage Boards.

6.4.3 More detail on how the recovery process will be managed is documented in the Cambridgeshire and Peterborough Local Resilience Forum Community Recovery plan.

7 Funding and Delivery

7.1 Local Context

- 7.1.1 It is important that the local strategy sets out how the proposed actions and measures identified in this strategy will be funded and resourced in Cambridgeshire.
- 7.1.2 Cambridgeshire County Council, along with other key stakeholders in the county has a limited budget to deliver flood risk measures. So it is important to identify how and from where resources will be available to fund flood risk management activities.
- 7.1.3 This chapter outlines the current available funding for flood risk management, the opportunities for funding through mechanisms such as Government grants, and where in the future new funding streams will be generated where feasible.
- 7.1.4 There are various funding streams available for risk management authorities in Cambridgeshire, and these are detailed in figure 16

7.2 Funding for new and existing flood alleviation schemes

- 7.2.1 In line with the Pitt Review recommendations that the Government should develop a scheme that allows and encourages local communities to invest in flood risk management measures, Defra has changed the way in which key stakeholders can access funding for flood risk management activities. Under the new scheme funding can be gained based on the benefits delivered (payment for outcomes).
- 7.2.2 Benefits are calculated by assessing indicators such as the number of households protected, the damages being prevented, the impact on vulnerable communities, environmental benefits, and benefits to businesses and agriculture amongst others.
- 7.2.3 The funding scheme aims to encourage those that will benefit from the flood alleviation scheme, such as communities businesses, and developers to contribute financially. It is anticipated that this process will enable Defra to spread its finite resources more widely to fund more projects. This aspiration is explained further in figure 12: Defra's funding model that compares the old all or nothing funding regime to the new approach.
- 7.2.4 Defra has devised a set of principles to support the new national funding system, and these include:

- Encourage an increase in total investment in flood risk management by operating authorities, beyond levels provided by central Government alone;
- Enable more local choice within the system and encourage innovative and cost-effective options to be promoted;
- Rather than some projects being fully funded and others not at all, now all potential projects which provide flood risk benefit, have the ability to attract some government funding;
- Funds from central government should prioritise protecting those most at risk and least able to help themselves;
- All flood and coastal erosion projects, regardless of which risk management authority is leading it, should be treated equally based on the benefits delivered and damages avoided;
- The general taxpayer should not pay to protect new development in areas at risk of flooding, now or in the future;
- All investment should be made within a nationally consistent framework to take account of policies and findings within Catchment Flood Management Plans;
- Maintain the widespread take-up of flood insurance by helping to keep insurance affordable through risks being managed properly; and
- Projects should deliver multiple benefits, for example Defra grant in aid may be possible for flood risk management schemes which also achieve key Water Framework Directive benefits.

- 7.2.5 Under this system some schemes will continue to receive complete funding, if the benefits significantly outweigh the costs, and for others partial funding would be available, and partnership contributions would be sought.
- 7.2.6 Funding can be applied for, on an annual basis, via the Government's Flood Defence Grant in Aid. Applications are assessed by the Environment Agency and applicants receive an indicative allocation of funding pending approval by the Regional Flood and Coastal Committees. See Chapter 2 for more information on the committees in Cambridgeshire. Applications are open to the Environment Agency, county councils, district councils, and Internal Drainage Boards.
- 7.2.7 Following the construction of new flood defences or flood risk management schemes, we will provide the following information to the beneficiaries of the scheme including home owners and stakeholders who have made local contributions to fund the works:

- An assessment of how the flood risks have changed, using the evidence provided during the design and construction of the schemes; and
- An assessment of residual flood risk for the areas covered by the schemes.

7.2.8 Where relevant, the county council will also work closely with the Environment Agency to update their data on flood maps for the areas benefitting from flood defences or flood risk management schemes. Additionally, the county council will also work with the Environment Agency to integrate any existing mechanisms for keeping the insurance companies updated on flood risk management activities within Cambridgeshire.

7.3 Funding for key flood risk management activities

- 7.3.1 It should be noted that while each organisation receives varying levels of funding for flood risk management activities, they do not act in isolation. Cambridgeshire takes a partnership approach to funding work to reduce flood risk and always looks to reduce costs and resources through working in partnership. Funding from the Regional Flood and Coastal Committee's local levy is also available for flood alleviation schemes, to tackle tidal, costal, fluvial and surface water flood risk.
- 7.3.2 The Government has committed funds to lead local flood authorities via the revenue support grant, to support them in carrying out responsibilities under the Flood and Water Management Act 2010. Defra is providing up to £36 million a year, starting with £21 million in 2011/12. Cambridgeshire county council received £162,600 in 2012/13, £347,100 in 2013/14, and then reduced to £286,000 thereafter.
- 7.3.3 Cambridgeshire County Council also contributes via a local levy to the Central Regional Flood and Coastal Committee (approximately £326,000 per year) and to the Northern Regional Flood and Coastal Committee (approximately £40,000 per year) to support the flood risk management in those areas.
- 7.3.4 The Highways Authority allocates an annual budget of £330,876 to undertake gully and offlet cleaning (see picture 14 and 15 to reduce risk of flooding to the roads in Cambridgeshire).

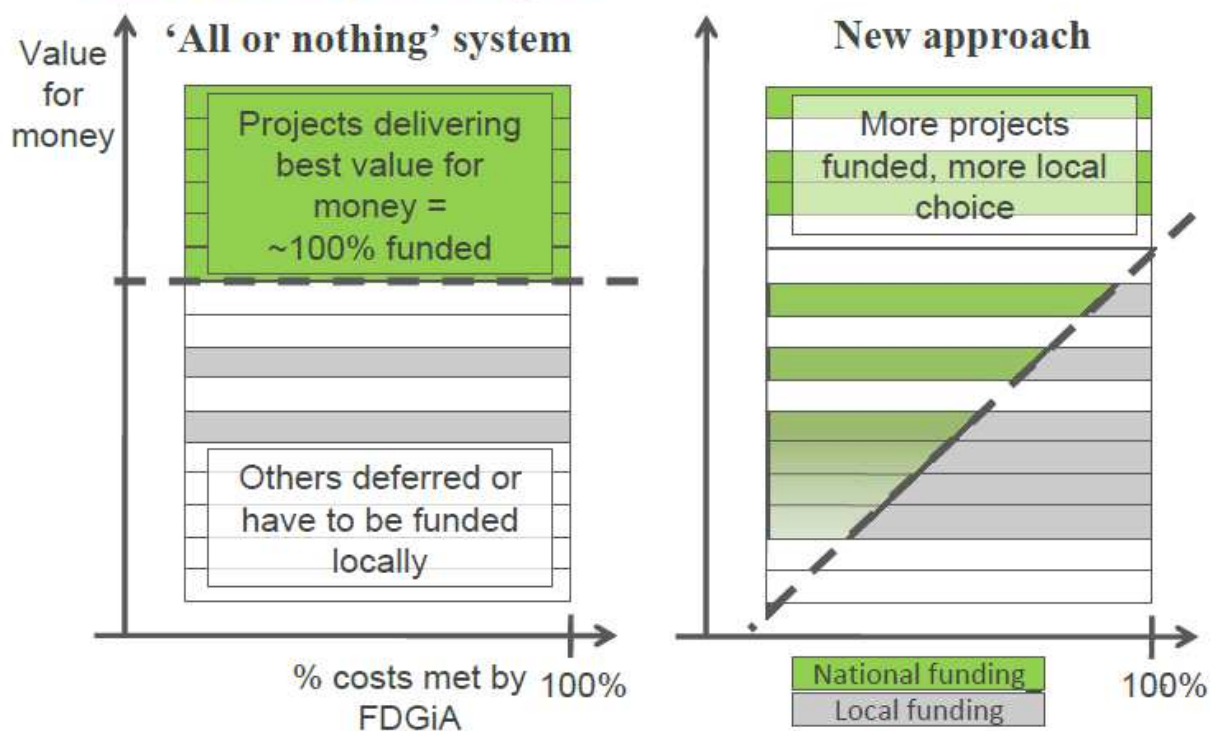


Figure 12 Defra's funding model

7.3.5 Cleaning of gullies and offlets are undertaken on an area basis (North, South, East and West) and cleaning is carried out yearly, two yearly or three yearly basis based on the risk of flooding to a particular area. The Highways Authority also holds a contingency budget of £25,000 to deal with unscheduled flood risk issues.

7.3.6 District and City councils in Cambridgeshire

The city and district councils are responsible for managing several hundred kilometers of watercourses in the county. Some such as South Cambridgeshire District Council, Fenland District Council, Cambridge City Council and East Cambridgeshire District Council hold a modest budget to enable them to undertake essential capital works under a scheduled maintenance routine. The District Council's aim to secure funding to undertake essential works on watercourses when issues are identified if this is outside of budgeted annual work plan.

7.3.7 Community Infrastructure Levy (CIL)

There is now an increased emphasis on CIL as a funding mechanism for flood risk management schemes. It is absolutely necessary that the flood risk impacts of all new developments are assessed, and planned for within the communities. There needs to be an integrated approach between various organisations within the local communities to ensure that new developments take existing risks into consideration. Local planning authorities will have to undertake infrastructure assessments, which should include a review of the flood risk assessments. The setting and approval of pricing schedules for Community Infrastructure Levy should also be decided by the appropriate local planning authorities.

7.3.8 The ultimate use of Community Infrastructure Levy will be determined by the appropriate approval body within each local authority.

7.3.9 Town and Parish Councils

Under a new Government order town and parish councils have been given the General Power of Competence (under the Localism Act), and can now spend money on flood alleviation schemes in excess of limits that were set at £7.36/head in 2015/16 under the Section 137 limits. This means that parish councils have a part to play in partnership funding contributions for flood alleviation schemes in the future. Parish Councils are also able to apply for Public Works loans, at preferential rates, to enable them to contribute to more comprehensive flood risk management schemes.

7.3.10 Internal drainage boards

In Cambridgeshire the main income streams for Internal Drainage Boards are agricultural drainage rates, charged to the occupiers of agricultural properties; special levies charged to district councils, representing the rates payable for non-agricultural properties; payments received from the Environment Agency for highland water contributions; payments received from grant in aid for specific capital schemes, and development contributions.



Figure 13 Gully



Figure 14 Off let unit

The main expenditure for the Internal Drainage Boards include capital asset renewal and refurbishment, maintenance works on its watercourse

network, pumping station running costs, and precepts payable to the Environment Agency. The general drainage charge is on land outside IDB drainage districts. The amounts raised and the sources from which they are raised will depend on the works scheduled within each Internal Drainage Boards area, and will vary from year to year.

7.3.11 Anglian Water Services

Anglian Water Service's income is regulated by the Water Services Regulation Authority, commonly known as Ofwat. Ofwat set Asset Management Plan price limits for what Anglian Water Services can charge their customers. In the period (2015-2020) Ofwat's price setting allowed for over £5 billion, which is to be spent on customer priorities. This includes:

- Delivering on 10 separate outcomes, including Satisfied Customers, Safe Clean Water, Resilient Services and Fair Charges;
- Maintaining delivery of core services, including reducing the risk of flooding, while keeping bills affordable; and
- Long term planning and working in partnership to deal with the pressures associated with growth and climate change.

7.3.12 Funding is not specifically allocated on a county basis. It is allocated on a risk and cost benefit basis throughout the Anglian Water Services region. A certain amount is allocated on an Anglian Water Services area basis to tackle reported sewer flooding of properties in their area.

7.3.13 Anglian Water Services recognise the opportunities that come with working in partnership to manage flood risk. With this in mind, it has created a pot of funding available to all LLFAs, including Cambridgeshire, for working on joint schemes that help to deliver benefits to their customers and local communities.

7.3.14 Regional Flood and Coastal Committees

Regional Flood and Coastal Committees raise local levies under existing arrangements to fund local flood risk management priorities. The members of Regional Flood and Coastal Committees have a role to approve the spending for managing flood and coastal erosion risk within their committee boundaries. This spending is set out in the revenue programme (promoted by the Environment Agency), and the capital programme (promoted by all Risk Management Authorities). The committees have a role to consent both programmes. The funding sources for these programmes include: Central Government funding which is called Flood and Coastal Risk Management Grant in Aid; local levies which are raised from Lead Local Flood Authorities; precepts which are collected from Internal Drainage Boards; and general drainage charges which are raised

from landowners. These are the key streams of funding for which the committees take an oversight.

7.3.15 Cambridgeshire falls within two Regional Flood and Coastal Committee catchments - 'Anglian Central', which is in the Environment Agency's Cambridgeshire and Bedfordshire area, and 'Anglian Northern' which is in the Lincolnshire and Northamptonshire area. The committees take a direct interest in how local levy funding is allocated, as this funding is raised through the Lead Local Flood Authorities represented on the committees by elected members. Decisions on how and where local levy funds are spent are made by the members of each committee for the area rather than on a county or unitary boundary basis. Therefore, funds may be allocated to schemes inside or outside of Cambridgeshire's County boundary. Examples of schemes within Cambridgeshire which have received Local Levy funding include: Cherry Hinton surface water management scheme; Kings Hedges surface water management scheme; and the Godmanchester flood alleviation scheme.

7.3.16 Section 106 funding - developer contributions

Under Section 106 of the Town and Country Planning Act 1990 local planning authorities can enter into an agreement with a developer or land owner as part of the planning application process to gain funds to support the provision of services or infrastructure. This would include funding to reduce flood risk which is caused by, or increased by a new development. With the introduction of the CIL Regulations on the 6 April 2010, Section 106 Planning Obligations are predominantly directed towards on-site mitigation, including site-specific flood mitigation measures

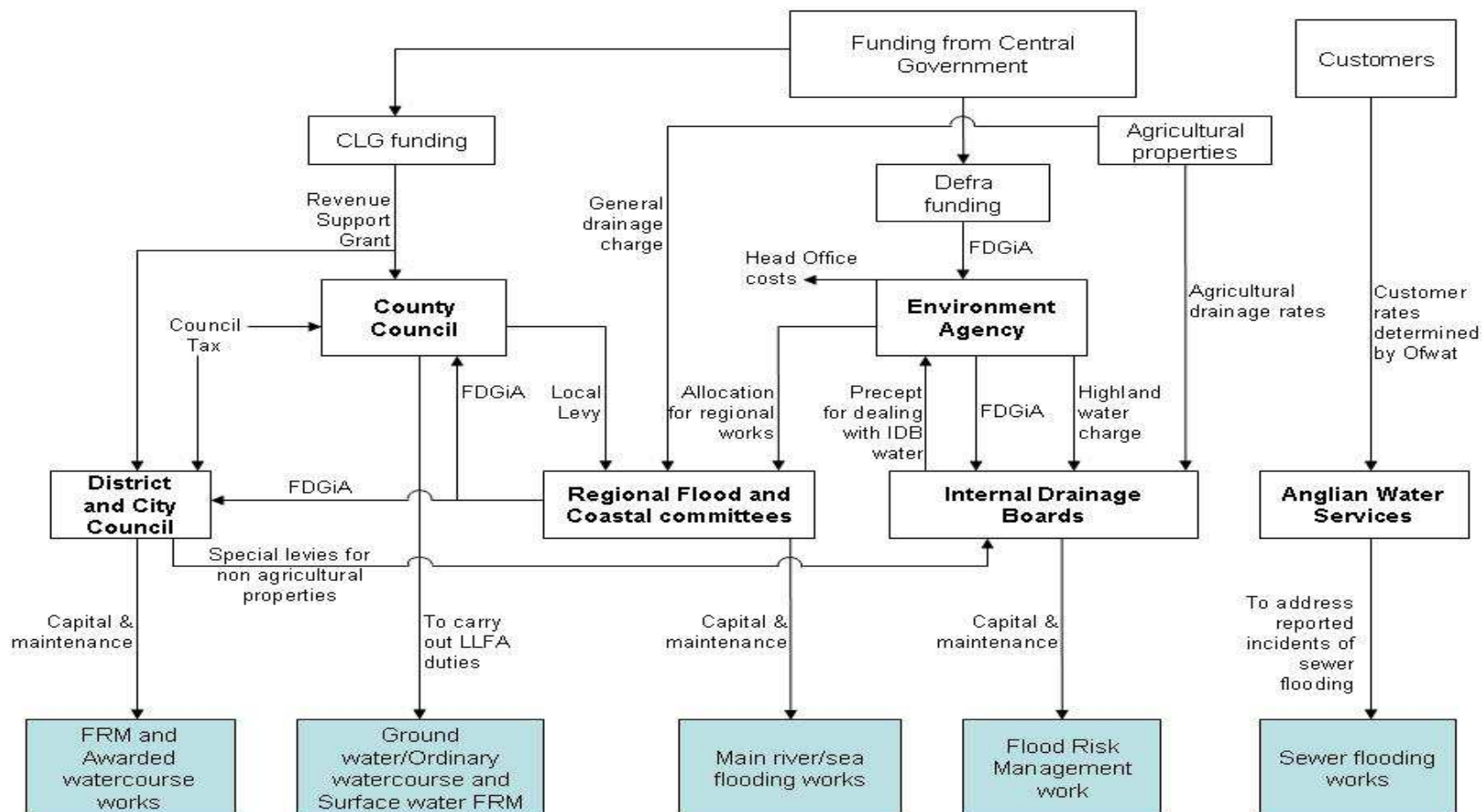


Figure 15 The various streams of funding and expenditure for flood risk management activities

8 Cambridgeshire's Objectives and Actions

This section of the strategy details the activities undertaken by each flood management authority to help reduce flood risk in Cambridgeshire. This is a 'living' section that will be updated on a regular basis to reflect progress that has been made.

Table 2 OBJECTIVE 1: UNDERSTANDING FLOOD RISK IN CAMBRIDGESHIRE

| REF | Title | Description | Key accountability | Action and Status |
|-----|---------------------------------------|--|--------------------------|---|
| 1.1 | Great Ouse Flood Risk Management Plan | Development and implementation of the Anglian Flood Risk Management Plan for the River Great Ouse catchment | Environment Agency | Draft published for consultation in October 2014. Final FRMP will be published in December 2015. |
| 1.2 | Internal Drainage Board Action Plan | Implementation of individual internal drainage board Action Plans to manage water levels and reduce flood risk in internal drainage board catchments. The action plan helps to ensure that flood risk management assets are properly managed and where appropriate improved to provide/sustain the appropriate level of protection | Internal Drainage Boards | Ongoing |

| | | | | |
|-----|----------------------------------|--|---------------------------------------|---|
| 1.3 | Strategic Flood Risk Assessments | Complete Strategic Flood Risk Assessments, look at flood risk from a strategic level on a local planning authority scale | Cambridge City Council | Joint Strategic Flood Risk Assessment Level 1 with South Cambridgeshire District Council has been completed |
| | | | Fenland District Council | Joint Strategic Flood Risk Assessment with East Cambridgeshire District Council has been completed. Strategic Flood Risk Assessment Level 2 for Wisbech has been completed. |
| | | | East Cambridgeshire District Council | Joint Strategic Flood Risk Assessment with Fenland District Council has been completed. |
| | | | Huntingdonshire District Council | Strategic Flood Risk Assessment Level 1 has been completed. |
| | | | South Cambridgeshire District Council | Joint Strategic Flood Risk Assessment Level 1 with Cambridge City Council has been completed. |

| | | | | |
|-----|---|---|--|--|
| 1.4 | Strategic Surface Water Management Plan | Undertake a strategic Surface Water Management Plan to identify sites of significant flood risk in Cambridgeshire | Cambridgeshire County Council | Strategic assessment completed Jul 2011. |
| 1.5 | Detailed Surface Water Management Plan | Undertake detailed Surface Water Management Plans to identify causes and risks of surface water flooding in a given area. Identify if there are opportunities for joint partnership working. | Cambridgeshire County Council | Cambridge (Cherry Hinton): Completed Cambridge (Kings Hedges and Arbury): Completed St Neots: Completed Ely: Completed A14 Girton: Completed March: Completed Wisbech: Not being progressed – local measures implemented Soham: Completed Cambridge (North Chesterton): Completed Impington and Histon: Completed Godmanchester: Completed |
| 1.6 | Flood maps for surface water | Update our national scale surface water flood mapping by including local information on flood risk to produce a more detailed surface water flood map for use by Lead Local Flood Authorities | Environment Agency and Cambridgeshire County Council | Ongoing |

| | | | | |
|-----|-----------------------------------|---|---|---|
| 1.7 | Reservoir Flood Risk | The Environment Agency is responsible for managing flood risk from its own reservoirs, and enforcing the Reservoirs Act (1975) for other reservoirs with a capacity over 25,000m ³ above ground level. Maintain reservoir inundation maps to support local authorities and reservoir operators and assist in the production of emergency plans for reservoir flooding emergencies. Support the Local Resilience Forum in the production of emergency plans to cover registered reservoirs. | Environment Agency, Cambridgeshire County Council, Anglian Water Services and Internal Drainage Boards. | By the end of 2014 |
| 1.8 | Preliminary Flood Risk Assessment | Produce a Preliminary Flood Risk Assessment to highlight high level strategic sites at significant risk of flooding to comply with the Flood Risk Regulations (2009). | Cambridgeshire County Council | Completed Dec 2011 |
| 1.9 | Water cycle studies | Produce district level water cycle studies to identify the water services infrastructure that is needed to support and enable sustainable development in the county. | Cambridge City Council East Cambridgeshire District Council Fenland District Council Huntingdonshire District Council South Cambridgeshire District Council | Water Cycle study for growth sites in and around Cambridge: Completed East Cambridgeshire District Council: Completed Fenland District Council: Completed Huntingdonshire District Council: in progress. South Cambridgeshire District Council: Ongoing |

| | | | | |
|------|---|---|-------------------------------|---|
| 1.10 | Understanding legislation | Ensure that each partner understands the legislative context of flood risk management work. | Cambridgeshire County Council | Information sharing and attendance by Risk Management Authorities to the Cambridgeshire Flood Risk Management Partnership meetings: quarterly |
| 1.11 | Understanding sources of flood risk | Ensure that each partner has a good understanding of the different sources of flooding – river, sewer, surface water, reservoir and groundwater etc. | Cambridgeshire County Council | Information sharing and attendance by Risk Management Authorities to the Cambridgeshire Flood Risk Management Partnership meetings: quarterly |
| 1.12 | Local flood information | Engage with key members of the community to gain information on flood risk issues for individual Surface water Management Plans. | Cambridgeshire County Council | Ongoing - Attendance to key stakeholder events such as the Huntingdon Flood Forum; Completed - Support the community in using an online interactive map to report flood risk issues via the county council's web pages |
| 1.13 | Flood incident reporting and incident investigation | Set up processes and procedures for flood investigation including: Online reporting facility, online status reports, investigation criteria and timescales. | Cambridgeshire County Council | Completed. |

| | | | | |
|------|--|--|-------------------------------|---|
| 1.14 | Flood Risk Asset Register | A register of structures are features that could impact on flood risk. The register will help ensure that flood risk management assets are properly managed and where appropriate improved to provide/sustain the appropriate level of protection. | Cambridgeshire County Council | Asset register set up: Completed Population of asset register: Ongoing |
| 1.15 | Environment Agency System Asset Management Plans | Maintain Asset Management Plans that outline the Environment Agency's approach to the management of Environment Agency assets that reduce the risk of flooding from the sea and main rivers | Environment Agency | 2011-2015 |
| 1.16 | River Basin Management Plans – Anglian River Basin District | The River Basin Management Plans describe the main issues for each river basin district and highlights some key actions for dealing with them. To meet the requirements of the Water Framework Directive. | Environment Agency | Draft RBMP was published in October 2014. Final RBMP will be published in December 2015. |
| 1.17 | Partnership working with other Lead Local Flood Authorities | Cambridgeshire County Council hosts quarterly meetings with Lead Local Flood Authorities in the Anglian region to share progress, best practice, and consider joint working opportunities. | Cambridgeshire County Council | Quarterly - ongoing |
| 1.18 | Ensure that all flood risk management authorities carry out duties as detailed in the strategy | The action plan detailed in this Strategy will be monitored on a regular basis by the Business Manager - Flood and Water. Oversight is also given by members of the Cambridgeshire Flood Risk Management Partnership | Cambridgeshire County Council | Quarterly |

Table 3 OBJECTIVE 2: MANAGING THE LIKELIHOOD AND IMPACTS OF FLOODING

| REF | Title | Description | Key accountability | Action and Status |
|-----|---------------------------|--|--|---|
| 2.1 | Partnership working CFRMP | Cambridgeshire County Council established the Cambridgeshire Flood Risk Management Partnership (CFRMP) in 2007. Members include: Cambridgeshire County Council Environment Agency East Cambridgeshire District Council, South Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, Cambridge City Council, Anglian Water Services, Middle Level Commissioners, Ely Group of Internal Drainage Boards, North Level Internal Drainage Board, Bedford Group of Internal Drainage Boards, Cambridgeshire Constabulary. | Cambridgeshire County Council | Members meet quarterly. Members oversee flood risk management activities in Cambridgeshire. |
| 2.2 | Designation of Assets | Designation is legally binding and aims to ensure that owners do not in advertently alter structures and features and potentially increase flood risk. | Designation authorities: Cambridgeshire County Council, Environment Agency, Cambridge City Council, East Cambridgeshire District Council, Fenland District | In order to ensure that there is consistency in designating across all the designating authorities, guidelines for designations will be agreed, and the list of proposed designations will be circulated to CFRMP members prior to each quarterly CFRMP |

| | | | | |
|-----|------------------------------|--|---|--|
| | | | Council, Huntingdonshire District Council, South Cambridgeshire District Council and Internal Drainage Boards in Cambridgeshire. | meeting. |
| 2.3 | Flood incident investigation | A duty to investigate and publish reports on flooding incidents, and to identify which partners have relevant flood risk management functions, and what they have done or intend to do to resolve the problem. | Cambridgeshire County Council (lead) (including Highways Authority), Environment Agency, Cambridge City Council, East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, South Cambridgeshire District Council, Anglian Water Services, and Internal Drainage Boards in Cambridgeshire. | Cambridgeshire County Council has two Senior Officers – Flood Risk to carry out investigations: Completed The Council has set up an online resource for members of the public to report flood risk issues. The Council works closely with its partners to investigate and resolve flood risk issues, and progress on investigations is recorded on the county council's web pages: Ongoing |

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| 2.4 | Asset register | Duty to maintain a register of structures or features which in the view of the Lead Local Flood Authorities have a significant effect on flood risk in their area. | Cambridgeshire County Council | Cambridgeshire County Council has developed an asset register that holds information on risk asset owned by the Council and other parties: Completed The asset register has been made available to the public via the county council website: Completed |
| 2.5 | Information sharing | Request information from any person in connection with flood risk management functions. | Cambridgeshire County Council (including Highways Authority), Environment Agency, Cambridge City Council, East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, South Cambridgeshire District Council, Anglian Water Services and Internal Drainage Boards in Cambridgeshire. | Cambridgeshire Flood Risk Management Partnership regularly request and share information between partners to help improve and address flood risk management issues. Cambridgeshire County Council and Anglian Water Services have developed and agreed a data sharing agreement. |

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| 2.6 | Manage and reduce sewer flooding | Investigate and remediate sewer flooding reported to Anglian Water Services | Anglian Water Services | Ongoing |
| 2.7 | Consenting for works to Ordinary Watercourses | Undertake consenting activities for Ordinary watercourses. | Cambridgeshire County Council Internal Drainage Boards | Processing applications made in Cambridgeshire outside of Internal Drainage Boards catchments Processing applications made for works in Internal Drainage Board catchments. |
| 2.8 | Surface water flood alleviation schemes | Produce detailed 'Project Appraisal Reports' to make applications for grant funding. | Cambridgeshire County Council with support from the relevant District or City Council | Cambridge (Cherry Hinton): Progressing Cambridge (Kings Hedges and Arbury): Progressing St Neots: To be commenced Ely: To be commenced March: To be commenced Histon and Impington: To be commenced |
| 2.9 | Main River flooding | Development and implementation of the Flood Risk Management Plan (incorporating the river Great Ouse and River Nene). | Environment Agency | Implementing the actions arising and improving flood resilience of watercourses through engineering works. |
| 2.10 | Consenting for main rivers | Decision making responsibility for granting consents for works on main rivers. | Environment Agency | Environment Agency is processing consent applications. |

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| 2.11 | Private Sewers | Responsible for the adoption of private sewers | Anglian Water Services Ltd. | Completed |
| 2.12 | Awarded watercourses | Under the Enclosures Act District Council have a responsibility to maintain 'awarded' watercourses' that are not the responsibility of riparian owners. | District Councils and IDB | Ongoing |
| 2.13 | Highways flooding | Duty to regularly inspect and maintain highways structures and powers to deliver works to protect the highway from flooding. | Cambridgeshire County Council Highways Authority. | Highways assets inspected on a two yearly cycle or as required. Additional inspections carried out if a fault has been reported or if the asset is located in an area of flood risk. |
| 2.14 | Internal drainage board watercourses. | Improving flood resilience of watercourses through engineering works. | Internal Drainage Boards | Ongoing |
| 2.15 | Carrying out flood risk management work | Carrying out day to day appropriate management of watercourses and undertaking or coordinating capital works as required to protect people, property or utilities within the return period of a defence, or an Internal Drainage Board plan or policy. | Internal Drainage Boards | Ongoing |
| 2.16 | Enforcement | Using available statutory powers, or bylaws (where available or appropriate), to require those responsible to maintain the flow of water in watercourses and to | Cambridgeshire County Council (including Highways Authority), Environment Agency, | Ongoing |

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| | | modify/remove inappropriate structures within or around the watercourses (including main rivers, ordinary watercourses and awarded watercourses) | Cambridge City Council, East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, South Cambridgeshire District Council and Internal Drainage Boards in Cambridgeshire. | |
| 2.17 | Mitigating environmental impacts of flood risk management activities | Responsibility to ensure that the environmental impacts of all flood risk management activities are properly considered at all stages and appropriate plans put in place to mitigate the impacts. | Environment Agency Cambridgeshire County Council including Highways Authority, South Cambridgeshire District Council, Huntingdonshire District Council, East Cambridgeshire District Council, Fenland District Council, Cambridge City Council and Internal Drainage Boards in Cambridgeshire. | Ongoing |

Table 4 OBJECTIVE 3: HELPING CAMBRIDGESHIRE'S CITIZENS TO MANAGE THEIR OWN RISK

| REF | Title | Description | Key accountability | Action and Status |
|-----|--------------------------------------|--|-------------------------------|--|
| 3.1 | Stakeholder and community engagement | Ensure that Cambridgeshire's citizens are engaged in flood risk management activities in the county. | Cambridgeshire County Council | <p>Update District Councillors on flood risk management activities: Ongoing</p> <p>Regularly update Councillors through 'Member briefings' and progress reporting at council meetings: Ongoing</p> <p>Ensure that the community had an opportunity to feed into the development of the 'Cambridgeshire Strategic Surface Water Management Plan': Completed</p> <p>The Chair of the Economy and Environment Committee is the chair for the CFRMP: Ongoing.</p> <p>Working with local community groups to raise awareness of risk of flooding and helping them to contribute to managing those risks: Ongoing</p> <p>Attend Parish Council to update parishioners on flood risk management work: Ongoing</p> |

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| 3.2 | Flood incident reporting | Enable citizens to report flood events. | Cambridgeshire County Council. | Installed an online facility on the County Council web pages to enable citizens to upload information on flood events online: Completed |
| 3.3 | Local flood forums | Support local flood forums | Cambridgeshire County Council and Huntingdonshire District Council. | Ongoing |
| 3.4 | Riparian owner responsibilities | Provide information to those living near watercourses that have a responsibility for ongoing maintenance. | Cambridgeshire County Council | Produced a 'Riparian owner' factsheet that details the responsibilities for riparian owners: Completed |
| 3.5 | Town and Parish Councils | Provide information to Town and Parish Councils on how they can contribute to local flood risk management schemes. | Cambridgeshire County Council | Information sent to all Town and Parish Councils in Cambridgeshire: Ongoing |
| 3.6 | Citizen protection in flood risk events | Provide information about how citizens can minimise flood risk and protect themselves during flooding | Environment Agency, Cambridge City Council, East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, South Cambridgeshire District Council | Information provided via the internet, the publications and other communication channels: Ongoing |

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| 3.7 | Flood warnings | Raising public awareness and encouraging sign up to Floodline Warnings Direct. | Environment Agency | Ongoing |
| 3.8 | Property level flood prevention | Advising and Implementing property level flood prevention schemes | Environment Agency | Scheme implemented in Gough Way and Barton Road in Cambridge, Girton and Oakington. |
| 3.9 | Shared flood risk management solutions | Giving local communities a greater stake in project design and delivery at an early stage of flood risk management schemes. | Cambridgeshire County Council, Environment Agency | Ensuring the local communities are fully engaged in the design of proposed solutions to reduce flood risk e.g. Godmanchester Flood Alleviation scheme, Cherry Hinton Surface Water Management Plan, and Kings Hedges Surface Water Management Plan: Ongoing |

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| 3.10 | Support and advice | Offering advice to the public on responsibility for flooding and possible solutions | Cambridgeshire County Council, Environment Agency, Cambridge City Council, East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, South Cambridgeshire District Council and Internal Drainage Boards in Cambridgeshire. | Ongoing advice is offered on Council web pages and by email and telephone as and when required: Ongoing |
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TABLE 5 OBJECTIVE 4: ENSURING APPROPRIATE DEVELOPMENT IN CAMBRIDGESHIRE

| REF | Title | Description | Key accountability | Action and Status |
|-----|--|--|--|---|
| 4.1 | Evidence base for flood risk management. | Use data from detailed Surface Water Management Plans to inform planning decisions. | Cambridgeshire County Council, Environment Agency, Cambridge City Council, East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, South Cambridgeshire District Council and Internal Drainage Boards in Cambridgeshire. | Cambridgeshire County Council in partnership with the Environment Agency and District Council Local Planning teams has developed a planning guidance document that details how surface water information can be used in planning decisions: Ongoing |
| 4.2 | Appropriate development | To contribute towards the achievement of sustainable development in the exercise of flood risk management functions, and reduce flood risk in ways which promote green infrastructure, improve biodiversity and conserve important wildlife sites and cultural heritage. | Cambridgeshire County Council (including Highways Authority), Environment Agency, Cambridge City Council, East Cambridgeshire District Council, Fenland District | Local Planning Authorities encourage appropriate development that does not increase flood risk, promotes sustainable drainage, and ensure that an application will not cause increase flood risk elsewhere; Ongoing Cambridgeshire County Council is producing a Flood |

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| | | | Council, Huntingdonshire District Council, South Cambridgeshire District Council, Anglian Water Services and Internal Drainage Boards in Cambridgeshire. | and Water Supplementary Planning Document in conjunction with Local Planning Authorities and risk management authorities to provide greater policy guidance when considering flood and water matters as part of proposed new development.: Completed by Summer 2016 Internal Drainage Boards in Cambridgeshire have produce 'Biodiversity Action Plans' for their catchments: Completed |
| 4.3 | Development and flood risk management | Planning development site allocations in lower flood risk areas. Using flood risk assessments and policies to steer growth to suitable areas. Ensuring that the development does not increase the risk of flooding elsewhere when determining planning applications. Support the revisions of Strategic Flood Risk Assessments to ensure that the evidence in their local plans is up to date. | Environment Agency, Cambridgeshire County Council, Cambridge City Council, East Cambridgeshire District Council, Fenland District Council, , Huntingdonshire District Council, South Cambridgeshire District Council. | Planning decisions in Cambridgeshire are made to adhere to the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance to NPPF which replaced Planning Policy Statement (PPS) 25: Ongoing |

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|-----|-----------------------------------|--|---|---|
| 4.4 | Development in the Fens | <p>Contribute towards the protection and enhancement of the environmental heritage and the unique landscape character of the Fens.</p> <p>Work in partnership with key stakeholders to help grow the economy in the Fens, through the early consideration of flood and water management needs.</p> | East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, and Internal Drainage Boards in Cambridgeshire. | Partnership working to ensure appropriate development in the Fens: Ongoing |
| 4.5 | Local Plans | Need to demonstrate that Local Plans take account of the relevant information from the Local Flood Risk Management Strategy. Working together to share all relevant information and data in the development of new Local Plans. | East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, South Cambridgeshire District Council, Cambridge City Council | <p>Ensure that District Councils are aware of the objectives of the Local Flood Risk Management Strategy that relate to planning and act consistently with those objections and actions: Completed</p> <p>Cambridge City Council and South Cambridgeshire District Council are working on a joint Local Plan for 2018/19.</p> |
| 4.6 | Funding for flood risk management | <p>Ensure that developments take account of flood risk and developers make necessary contributions to the cost of flood defence through Section 106 and Community Infrastructure Levy.</p> <p>Contributions payable to Internal</p> | Cambridgeshire County Council. East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, South | Flood risk management authorities continue to work closely with planning authorities to effectively link flood risk management to planning: Ongoing |

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| | | Drainage Boards by developers, in respect of increased rates of flows or volumes coming from a development. | Cambridgeshire District Council, Cambridge City Council | |
| 4.7 | Joint Local Plan for Cambridge and South Cambridgeshire | Ensure that partners have up to date evidence on flood risk and the water environment to develop appropriate planning policy. | South Cambridgeshire District Council, and Cambridge City Council. | 2018/19 |

Table 6 OBJECTIVE 5: IMPROVING FLOOD PREDICTION, WARNING AND POST FLOOD RECOVERY

| REF | Title | Description | Key accountability | Action and Status |
|-----|--|---|--|--|
| 5.1 | Flood warning | Promote the flood warning service including sign up to the Floodline Warnings Direct, understanding the different flood warning codes, the actions residents should take to protect themselves from flooding and encourage residents and communities to produce personal and community flood plans. | Environment Agency | Communicate flood warning codes and scheme: Ongoing. |
| 5.2 | Helping citizens to protect their homes and valuables. | Issue guidance to help local communities to protect their home and valuables and understand what to do before a flood, during flooding and afterwards | Cambridgeshire County Council, Environment Agency, Cambridge City Council, East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, South Cambridgeshire District Council and Internal Drainage Boards in Cambridgeshire. | <p>Make information available to the public via web pages, and other media: Ongoing</p> <p>The Environment Agency has issued a pamphlet which provides advice on how to make homes more resilient: Completed</p> <p>Promote National Flood Forum which provides information and advice on what products are available to help protect homes or business against flooding: Ongoing.</p> |

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|-----|--------------------------------|---|--|---|
| 5.3 | Emergency preparedness | Developing a multi-agency preparedness plan to respond to flood events under the Cambridgeshire and Peterborough Local Resilience Forum (CPLRF) | Cambridgeshire and Peterborough Local Resilience Forum | Detailed within the Multi agency flood plan. Complies with the Civil Contingency Act: Completed |
| 5.4 | Planning for a flood emergency | Identifying areas at flood risks through the development of Surface Water Management Plans. | Cambridgeshire County Council | Communicate the finds of each detailed surface water management plans to the CPLRF: Ongoing |
| 5.5 | Recovering from a flood event | Developing recovery contingency plans in case the local area is impacted by flooding (including business and economic recovery). | Cambridgeshire and Peterborough Local Resilience Forum | Detailed within the Multi agency flood plan. Complies with the Civil Contingency Act: Ongoing |

9 APPENDICES

Appendix 1 - Detailed list of legislation relevant to the development of the strategy

Legislation and document relevant to the development of local flood risk management strategy include:

- **Flood Risk Regulations 2009**
- **The Flood & Water Management Act (2010)**
- **The Town and Country Planning (Development Management Procedure) (England) Order 2015**
- **Catchment Flood Management Plans**
- **National Planning Policy Framework**
- **Shoreline Management Plans**
- **Strategic Flood Risk Assessments**
- **The Climate Change Act (2008)**
- **Conservation of Habitats and Species Regulations (2010)**
- **Civil Contingencies Act (2004)**
- **Strategic Environmental Assessment Directive (2001)**
- **Land Drainage Act (1991)**
- **Water Framework Directive (WFD)**
- **Making Space for Water(MSfW) (published on 29th July 2004)**
- **The Natural Environment and Rural Communities Act 2006**
- **The Reservoirs Act 1975**
- **The Water Industry Act 1991**
- **The Water Resources Act 1991**
- **The Building Act 1984**
- **The Health Act 2009 (so far as relevant to water)**
- **The Highways Act 1980 (so far as relevant to water)**
- **The Environment Act 1995 (so far as relevant to water).**

Appendix 2 - A complete list of all internal drainage boards partly or wholly in Cambridgeshire

| Internal Drainage Boards | Applicable to the Relevant District Council Area |
|---|---|
| North Level Drainage Board | <ul style="list-style-type: none"> Fenland District Council |
| Ramsey IDB | <ul style="list-style-type: none"> Huntingdonshire District Council |
| Whittlesey Consortium of IDBs | <ul style="list-style-type: none"> Huntingdonshire District Council Fenland District Council |
| <ul style="list-style-type: none"> Drysides Feldale IDB Holmewood and District IDB Woodwalton Drainage Commissioners Whittlesey IDB | |
| Bedford Group of IDBs (In Cambridgeshire) | <ul style="list-style-type: none"> Huntingdonshire District Council |
| <ul style="list-style-type: none"> Alconbury and Ellington IDB Bedfordshire and River Ivel IDB | |
| IDB that have been agreed to be represented by Ely Group | <ul style="list-style-type: none"> East Cambridgeshire District Council South Cambridgeshire District Council |
| <ul style="list-style-type: none"> Burnt Fen IDB Cawdle Fen Littleport and Downham Middle Fen and Mere Old West Padnal and Waterden Swaffham Waterbeach Level | |
| IDBs presently managed by Middle Level Commissioners | <ul style="list-style-type: none"> Fenland District Council East Cambridgeshire District Council South Cambridgeshire District Council Huntingdonshire District Council |
| <ul style="list-style-type: none"> Benwick IDB Bluntisham IDB Conington and Holme IDB Curf and Wimblington Combined IDB Euximoor IDB Haddenham Level IDB Hundred Foot Washes IDB Hundred of Wisbech IDB Manea and Welney District Drainage Commissioners March and Whittlesey IDB March East IDB March and Whittlesey IDB March Fifth District Drainage Commissioners March Sixth District Drainage | |

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| <p>Commissioners</p> <ul style="list-style-type: none"> • March Third District Drainage Commissioners • Middle Level Commissioners • Needham and Laddus IDB • Nightlayers IDB • Over and Willingham • Ramsey First (Hollow) IDB • Ramsey Fourth (Middlemoor) IDB • Ramsey Upwood& Great Raveley IDB • Ransonmoor District Drainage Commissioners • Sawtry IDB • Sutton and Mepal IDB • Swavesey IDB • Upwell IDB • Waldersey IDB • Warboys Somersham Warboys Somersham and Pidley IDB • White Fen District Drainage Commissioners | |
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Appendix 3 – Surface Water wet spots in Cambridgeshire - Multi Criteria Analysis (MCA)

MCA results for Cambridgeshire based on flood risk to properties only with no historic weighting.

| Wetspot | District | Total Score | County Rank |
|-----------------------|----------------------|-------------|-------------|
| Cherry Hinton | Cambridge City | 29944.55 | 1 |
| King's Hedges Arbury | Cambridge City | 11237.45 | 2 |
| March | Fenland | 1954.93 | 3 |
| St Ives | Huntingdonshire | 1646.48 | 4 |
| North Chesterton | Cambridge City | 1622.94 | 5 |
| St Neots | Huntingdonshire | 1415.96 | 6 |
| Sawtry | Huntingdonshire | 1213.03 | 7 |
| Coldham's Common | Cambridge City | 1128.51 | 8 |
| Huntingdon | Huntingdonshire | 920.47 | 9 |
| Cherry Hinton Village | Cambridge City | 752.44 | 10 |
| Ely | East Cambridgeshire | 751.21 | 11 |
| City Centre | Cambridge City | 750.06 | 12 |
| Offord Cluny | Huntingdonshire | 721.98 | 13 |
| Buckden | Huntingdonshire | 507.59 | 14 |
| Papworth Everard | South Cambridgeshire | 472.80 | 15 |
| Linton | South Cambridgeshire | 456.22 | 16 |
| Bar Hill | South Cambridgeshire | 406.59 | 17 |
| Ramsey | Huntingdonshire | 405.64 | 18 |
| Stilton | Huntingdonshire | 391.44 | 19 |
| Castle School | Cambridge City | 374.8 | 20 |
| Histon/Impington | South Cambridgeshire | 294.73 | 21 |
| Bin Brook | Cambridge City | 288.81 | 22 |
| Dullingham | East Cambridgeshire | 274.82 | 23 |
| Sawston | South Cambridgeshire | 249.63 | 24 |
| Alconbury Weston | Huntingdonshire | 238.57 | 25 |
| Kimbolton | Huntingdonshire | 231.34 | 26 |
| Elsworth | South Cambridgeshire | 226.26 | 27 |
| Oakington | South Cambridgeshire | 206.58 | 28 |
| Fen Drayton | South Cambridgeshire | 200.22 | 29 |
| Glatton | Huntingdonshire | 172.02 | 30 |
| Littleport | East Cambridgeshire | 156.90 | 31 |
| Chatteris | Fenland | 154.13 | 32 |
| Great Paxton | Huntingdonshire | 153.32 | 33 |
| Alconbury | Huntingdonshire | 141.48 | 34 |
| Isleham | East Cambridgeshire | 125.06 | 35 |
| Haslingfield | South Cambridgeshire | 122.40 | 36 |
| Bourn | South Cambridgeshire | 122.10 | 37 |
| Broughton | Huntingdonshire | 120.69 | 38 |

| | | | |
|----------------------|----------------------|--------|----|
| Wisbech | Fenland | 118.32 | 39 |
| Sutton | East Cambridgeshire | 117.96 | 40 |
| Gamlingay | South Cambridgeshire | 115.50 | 41 |
| Southoe | Huntingdonshire | 105.20 | 42 |
| Vicar's Brook Hobson | Cambridge City | 100.76 | 43 |
| Comberton | South Cambridgeshire | 99.67 | 44 |
| Coton | South Cambridgeshire | 98.34 | 45 |
| Soham | East Cambridgeshire | 97.88 | 46 |
| Fulbourn | South Cambridgeshire | 95.75 | 47 |
| Cambourne | South Cambridgeshire | 95.50 | 48 |
| Melbourn | South Cambridgeshire | 89.41 | 49 |
| Old Hurst | Huntingdonshire | 85.60 | 50 |
| Girton | South Cambridgeshire | 84.90 | 51 |
| Papworth St Agnes | South Cambridgeshire | 80.48 | 52 |
| Willingham | South Cambridgeshire | 79.71 | 53 |
| Doddington | Fenland | 78.13 | 54 |
| Somersham | Huntingdonshire | 75.42 | 55 |
| Witchford | East Cambridgeshire | 75.17 | 56 |
| Bassingbourn | South Cambridgeshire | 74.72 | 57 |
| Great Shelford | South Cambridgeshire | 73.07 | 58 |
| Little Downham | East Cambridgeshire | 58.93 | 59 |
| Wyton Airfield | Huntingdonshire | 57.08 | 60 |
| Whittlesey | Fenland | 55.30 | 61 |
| Pampisford | South Cambridgeshire | 54.23 | 62 |
| Little Paxton | Huntingdonshire | 52.95 | 63 |
| Offord D'Arcy | Huntingdonshire | 49.52 | 64 |
| Brampton | Huntingdonshire | 48.87 | 65 |
| Burwell | East Cambridgeshire | 48.82 | 66 |
| Bury | Huntingdonshire | 48.55 | 67 |
| Duxford | South Cambridgeshire | 48.07 | 68 |
| Swavesey | South Cambridgeshire | 47.95 | 69 |
| Harston | South Cambridgeshire | 47.49 | 70 |
| Haddenham | East Cambridgeshire | 46.97 | 71 |
| Longstanton | South Cambridgeshire | 46.54 | 72 |
| Orwell | South Cambridgeshire | 44.74 | 73 |
| Cottenham | South Cambridgeshire | 43.35 | 74 |
| Coates | Fenland | 42.08 | 75 |
| Wimblington | Fenland | 40.81 | 76 |
| Yaxley | Huntingdonshire | 39.78 | 77 |
| Warboys | Huntingdonshire | 38.77 | 78 |
| Stapleford | South Cambridgeshire | 37.76 | 79 |
| Caxton | South Cambridgeshire | 37.43 | 80 |
| Aldreth | East Cambridgeshire | 35.92 | 81 |
| Mepal | East Cambridgeshire | 35.27 | 82 |
| Earith | Huntingdonshire | 34.21 | 83 |
| Bluntisham | Huntingdonshire | 33.80 | 84 |

| | | | |
|----------------------|----------------------|-------|-----|
| Ashley | East Cambridgeshire | 32.31 | 85 |
| Easton | Huntingdonshire | 32.13 | 86 |
| Yelling | Huntingdonshire | 32.02 | 87 |
| Woodwalton | Huntingdonshire | 29.36 | 88 |
| Stretham | East Cambridgeshire | 29.20 | 89 |
| South Chesterton | Cambridge City | 29.09 | 90 |
| Little Gransden | South Cambridgeshire | 29 | 91 |
| Cheveley | East Cambridgeshire | 26.22 | 92 |
| Elton | Huntingdonshire | 25.18 | 93 |
| Needlingworth | Huntingdonshire | 24.47 | 94 |
| Longstowe | South Cambridgeshire | 24.04 | 95 |
| Godmanchester | Huntingdonshire | 23.83 | 96 |
| Fowlmere | South Cambridgeshire | 23.14 | 97 |
| Shudy Camps | South Cambridgeshire | 22.15 | 98 |
| Guilden Morden | South Cambridgeshire | 21.52 | 99 |
| Barton | South Cambridgeshire | 19.87 | 100 |
| Upwood | Huntingdonshire | 19.63 | 101 |
| Murrow | Fenland | 17.52 | 102 |
| Horseheath | South Cambridgeshire | 17.40 | 103 |
| Bottisham | East Cambridgeshire | 17.15 | 104 |
| Ickleton | South Cambridgeshire | 16.69 | 105 |
| Weston Green | South Cambridgeshire | 16.58 | 106 |
| Witcham | East Cambridgeshire | 16.31 | 107 |
| Over | South Cambridgeshire | 15.90 | 108 |
| Waterbeach | South Cambridgeshire | 15.64 | 109 |
| Great Abington | South Cambridgeshire | 14.26 | 110 |
| Milton | South Cambridgeshire | 14.15 | 111 |
| Colne | Huntingdonshire | 13.96 | 112 |
| Little Stukeley | Huntingdonshire | 13.80 | 113 |
| Hilton | Huntingdonshire | 12.83 | 114 |
| Hemingford Grey | Huntingdonshire | 12.64 | 115 |
| Bassingbourn Barrack | South Cambridgeshire | 12.30 | 116 |
| Hale Fields | Huntingdonshire | 12 | 117 |
| Caldecote | South Cambridgeshire | 10.82 | 118 |
| Little Ditton | East Cambridgeshire | 10.71 | 119 |
| Teversham | South Cambridgeshire | 10.41 | 120 |
| Houghton & Wyton | Huntingdonshire | 9.77 | 121 |
| Babraham | South Cambridgeshire | 9.68 | 122 |
| Stone Hill | South Cambridgeshire | 9.66 | 123 |
| Nosterfield End | South Cambridgeshire | 9.06 | 124 |
| Elm | Fenland | 9.04 | 125 |
| Fenstanton | Huntingdonshire | 9.03 | 126 |
| Litlington | South Cambridgeshire | 8.67 | 127 |
| Kirtling | East Cambridgeshire | 8.32 | 128 |
| Old Weston | Huntingdonshire | 8.14 | 129 |
| Molesworth | Huntingdonshire | 8.13 | 130 |

| | | | |
|----------------------|----------------------|------|-----|
| Great Gidding | Huntingdonshire | 7.85 | 131 |
| Toft | South Cambridgeshire | 7.35 | 132 |
| Meldreth | South Cambridgeshire | 6.61 | 133 |
| Great Gransden | Huntingdonshire | 6.48 | 134 |
| Foxton | South Cambridgeshire | 6 | 135 |
| Manea | Fenland | 5.78 | 136 |
| Shepreth | South Cambridgeshire | 5.66 | 137 |
| Ramsey St Mary's | Huntingdonshire | 5.59 | 138 |
| Hardwick | South Cambridgeshire | 5.59 | 139 |
| Brinkley | East Cambridgeshire | 5.57 | 140 |
| Abbotsley | Huntingdonshire | 5.50 | 141 |
| Stuntney | East Cambridgeshire | 5.45 | 142 |
| Little Shelford | South Cambridgeshire | 5.39 | 143 |
| Barrington | South Cambridgeshire | 5.36 | 144 |
| Whittlesford | South Cambridgeshire | 5.30 | 145 |
| Tilbrook | Huntingdonshire | 5.27 | 146 |
| Hamerton | Huntingdonshire | 5.23 | 147 |
| Steeple Morden | South Cambridgeshire | 5.14 | 148 |
| Bartlow | South Cambridgeshire | 5 | 149 |
| Great Wilbraham | South Cambridgeshire | 5 | 150 |
| Stonely | Huntingdonshire | 4.98 | 151 |
| Abbots Ripton | Huntingdonshire | 4.94 | 152 |
| Folksworth | Huntingdonshire | 4.94 | 153 |
| Grantchester | South Cambridgeshire | 4.72 | 154 |
| Madingley | South Cambridgeshire | 4.66 | 155 |
| British Racing Schoo | East Cambridgeshire | 4.54 | 156 |
| Fordham | East Cambridgeshire | 3.85 | 157 |
| Saxon Street | East Cambridgeshire | 3.68 | 158 |
| Lode | East Cambridgeshire | 3.64 | 159 |
| Swaffham Bulbeck | East Cambridgeshire | 3.55 | 160 |
| Keyston | Huntingdonshire | 3.52 | 161 |
| Great Stukeley | Huntingdonshire | 3.45 | 162 |
| Farcet | Huntingdonshire | 3.03 | 163 |
| Parson Drove | Fenland | 2.96 | 164 |
| Christchurch | Fenland | 2.89 | 165 |
| Gorefield | Fenland | 2.88 | 166 |
| Stetchworth | East Cambridgeshire | 2.86 | 167 |
| Wilburton | East Cambridgeshire | 2.84 | 168 |
| Graveley | South Cambridgeshire | 2.81 | 169 |
| Eastrea | Fenland | 2.81 | 170 |
| Pidley | Huntingdonshire | 2.76 | 171 |
| Caldecote & Denton | Huntingdonshire | 2.75 | 172 |
| Landbeach | South Cambridgeshire | 2.74 | 173 |
| Eversden | South Cambridgeshire | 2.71 | 174 |
| Eaton Ford | Huntingdonshire | 2.70 | 175 |
| Balsham | South Cambridgeshire | 2.69 | 176 |

| | | | |
|---------------------|----------------------|------|-----|
| Worsted Lodge | South Cambridgeshire | 2.69 | 177 |
| Tadlow | South Cambridgeshire | 2.68 | 178 |
| Great Chishill | South Cambridgeshire | 2.67 | 179 |
| Weston Colville | South Cambridgeshire | 2.64 | 180 |
| Duxford Airfield | South Cambridgeshire | 2.61 | 181 |
| Thriplow | South Cambridgeshire | 2.61 | 182 |
| Newton | South Cambridgeshire | 2.54 | 183 |
| Rampton | South Cambridgeshire | 2.48 | 184 |
| Trumpington | Cambridge City | 2.47 | 185 |
| Boxworth | South Cambridgeshire | 2.46 | 186 |
| Wansford | Huntingdonshire | 2.37 | 187 |
| Chettisham | East Cambridgeshire | 1 | 188 |
| Conington | South Cambridgeshire | 1 | 189 |
| Harlton | South Cambridgeshire | 1 | 190 |
| Horningsea | South Cambridgeshire | 1 | 191 |
| Six Mile Bottom | East Cambridgeshire | 1 | 192 |
| Abington Pigotts | South Cambridgeshire | 0 | 193 |
| Alconbury Research | Huntingdonshire | 0 | 194 |
| Benwick | Fenland | 0 | 195 |
| Bicton | Huntingdonshire | 0 | 196 |
| Black Horse Drove | East Cambridgeshire | 0 | 197 |
| Burrough Green | East Cambridgeshire | 0 | 198 |
| Bythorn | Huntingdonshire | 0 | 199 |
| Camps End | South Cambridgeshire | 0 | 200 |
| Carlton | South Cambridgeshire | 0 | 201 |
| Castle Camps | South Cambridgeshire | 0 | 202 |
| Catworth | Huntingdonshire | 0 | 203 |
| Chippenham | East Cambridgeshire | 0 | 204 |
| Chippenham Junction | East Cambridgeshire | 0 | 205 |
| Coveney | East Cambridgeshire | 0 | 206 |
| Covington | Huntingdonshire | 0 | 207 |
| Croxton | South Cambridgeshire | 0 | 208 |
| Croydon | South Cambridgeshire | 0 | 209 |
| Diddington | Huntingdonshire | 0 | 210 |
| Dry Drayton | South Cambridgeshire | 0 | 211 |
| East Fen | East Cambridgeshire | 0 | 212 |
| Ellington | Huntingdonshire | 0 | 213 |
| Eltisley | South Cambridgeshire | 0 | 214 |
| Fen Ditton | South Cambridgeshire | 0 | 215 |
| Fenton | Huntingdonshire | 0 | 216 |
| Friday Bridge | Fenland | 0 | 217 |
| Grafham | Huntingdonshire | 0 | 218 |
| Great Raveley | Huntingdonshire | 0 | 219 |
| Great Staughton | Huntingdonshire | 0 | 220 |
| Guyhirn | Fenland | 0 | 221 |
| Haddon | Huntingdonshire | 0 | 222 |

| | | | |
|----------------------|----------------------|---|-----|
| Hail Weston | Huntingdonshire | 0 | 223 |
| Hauxton | South Cambridgeshire | 0 | 224 |
| Hemingford Abbots | Huntingdonshire | 0 | 225 |
| Heydon | South Cambridgeshire | 0 | 226 |
| Hildersham | South Cambridgeshire | 0 | 227 |
| Hinchingbrooke | Huntingdonshire | 0 | 228 |
| Hinxton | South Cambridgeshire | 0 | 229 |
| Holme | Huntingdonshire | 0 | 230 |
| Holywell | Huntingdonshire | 0 | 231 |
| Houghton Hill | Huntingdonshire | 0 | 232 |
| Isleham Field | East Cambridgeshire | 0 | 233 |
| Kennett | East Cambridgeshire | 0 | 234 |
| Kings Ripton | Huntingdonshire | 0 | 235 |
| Kingston | South Cambridgeshire | 0 | 236 |
| Leighton Bromswold | Huntingdonshire | 0 | 237 |
| Leverington | Fenland | 0 | 238 |
| Little & Great Green | South Cambridgeshire | 0 | 239 |
| Little Abington | South Cambridgeshire | 0 | 240 |
| Little Raveley | Huntingdonshire | 0 | 241 |
| Little Thetford | East Cambridgeshire | 0 | 242 |
| Little Wilbraham | South Cambridgeshire | 0 | 243 |
| Long Meadow | East Cambridgeshire | 0 | 244 |
| Monks Wood | Huntingdonshire | 0 | 245 |
| Outnewlands | Fenland | 0 | 246 |
| Perry | Huntingdonshire | 0 | 247 |
| Prickwillow | East Cambridgeshire | 0 | 248 |
| Pymoor | East Cambridgeshire | 0 | 249 |
| Queen Holme | South Cambridgeshire | 0 | 250 |
| Ramsey Forty Foot | Huntingdonshire | 0 | 251 |
| Ramsey Heights | Huntingdonshire | 0 | 252 |
| Ramsey Mereside | Huntingdonshire | 0 | 253 |
| Somersham Fore Fen | Huntingdonshire | 0 | 254 |
| Spaldwick | Huntingdonshire | 0 | 255 |
| Stibbington | Huntingdonshire | 0 | 256 |
| Stow Cum Quy | South Cambridgeshire | 0 | 257 |
| Swaffham Prior | East Cambridgeshire | 0 | 258 |
| The Links | East Cambridgeshire | 0 | 259 |
| Toseland | Huntingdonshire | 0 | 260 |
| Turves | Fenland | 0 | 261 |
| Tydd St Giles | Fenland | 0 | 262 |
| Wardy Hill | East Cambridgeshire | 0 | 263 |
| Waresley | Huntingdonshire | 0 | 264 |
| Water Newton | Huntingdonshire | 0 | 265 |
| Welches Dam | Fenland | 0 | 266 |
| Wendy | South Cambridgeshire | 0 | 267 |
| Wentworth | East Cambridgeshire | 0 | 268 |

| | | | |
|-----------------|----------------------|---|-----|
| West Fen | Fenland | 0 | 269 |
| West Wickham | South Cambridgeshire | 0 | 270 |
| West Wratting | South Cambridgeshire | 0 | 271 |
| Westwick | South Cambridgeshire | 0 | 272 |
| Whaddon | South Cambridgeshire | 0 | 273 |
| Wicken | East Cambridgeshire | 0 | 274 |
| Wimpole | South Cambridgeshire | 0 | 275 |
| Winwick | Huntingdonshire | 0 | 276 |
| Wisbech St Mary | Fenland | 0 | 277 |
| Wistow | Huntingdonshire | 0 | 278 |
| Woodhurst | Huntingdonshire | 0 | 279 |

Appendix 4 – Glossary and Abbreviations

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| Awarded Watercourse | This term is used to describe the range of ordinary watercourses managed some of the lower tier authorities and IDBs under the Enclosures Act. |
| Breach | Flooding caused by the constructional failure of a flood defence or other structure that is acting as a flood defence. |
| Catchment Flood Management Plans (CFMPs) | Catchment Flood Management Plans have been produced by the Environment Agency and are high-level planning tools that set out objectives for flood risk management for each river catchment and estuary. They also identify flood risk management policies that are economically practical, have a potential life of 50 to 100 years, and will aid partnership working to put them in place. CFMPs consider inland risk from rivers, surface water, groundwater and tidal flooding but do not consider sewer flooding. The CFMPs that cover Cambridgeshire are: Great Ouse CFMP and River Nene CFMP |
| Civil Contingencies Act (2004) | This is legislation that aims to deliver a single framework for civil protection in the UK and sets out the actions that need to be taken in the event of a flood. The CCA is separated into two substantive parts: local arrangements for civil protection (Part 1) and emergency powers (Part 2). |
| Climate Change | A long-term change in the statistical distribution of weather patterns over periods of time that range from decades to millions of years. It may also be a change in the average weather conditions or a change in the distribution of weather events. Climate change may be limited to a specific region, or may occur across the whole planet. |
| Conservation of Habitats and Species Regulations (2010) | An Act which transposed the Habitats Directive into UK law. The regulations aim to help maintain and enhance biodiversity throughout the EU, by conserving natural habitats, flora and fauna. The |

main way it does this is by establishing a coherent network of protected areas and strict protection measures for particularly rare and threatened species.

Critical Infrastructure

A term used to describe the assets that are essential for the functioning of a society and economy. Most commonly associated with the term are facilities for: electricity generation, transmission and distribution; gas production, transport and distribution; oil and oil products production, transport and distribution; telecommunication; water supply (drinking water, waste water/sewage, stemming of surface water (e.g. dikes and sluices)); agriculture, food production and distribution; heating (e.g. natural gas, fuel oil, district heating); public health (hospitals, ambulances); transportation systems (fuel supply, railway network, airports, harbours, inland shipping); financial services (banking, clearing); and security services (police, military).

Culvert

A closed conduit used for the conveyance of water under a roadway, railroad, canal, or other impediment.

Flood Defence

A structure that alters the natural flow of water or flood water for the purposes of flood defence, thereby reducing the risk of flooding. A defence may be 'formal' (a structure built and maintained specifically for flood defence purposes) or 'informal' (a structure that provides a flood defence function but has not been built and/or maintained for this purpose).

Environment Agency

An Executive non-departmental public body responsible to the Secretary of State for Environment, Food and Rural Affairs and an Assembly Sponsored Public Body responsible to the National Assembly for Wales. The Environment Agency's principal aims are to protect and improve the environment, and to promote sustainable development.

Flood Map

A multi-layered map which provides information on flooding from rivers and the sea for England and Wales. The Flood Map also has information on flood

defences and the areas benefiting from those flood defences.

Flood Map for Surface Water

The most recently produced data set developed by the Environment Agency. The Flood Map for Surface Water better represents the mechanisms that cause surface water flooding.

Flood And Water Management Act (FWMA) 2010

The FWMA 2010 combines the recommendations of the Pitt report and previous policies, to improve the management of water resources and create a more comprehensive and risk based regime for managing the risk of flooding from all sources. The Act reinforces the need for an integrated approach to managing flood risk and places a number of roles and responsibilities on local authorities, such as the County Council as Lead Local Flood Authority.

Flood Hazard Map

A map that defines flood risk areas and shows: the likely extent (including water level or depth) of possible floods; the likely direction and speed of flow of possible floods; and whether the probability of each possible flood occurring is low, medium or high (in the opinion of the person preparing the map).

Flood Resilience

Actions taken to reduce the impacts of internal flooding of a property

Flood Resistance

Actions taken to prevent ingress of flood water to a property. Flood Resistance measures may include flood barriers or flood gates.

Flood Risk

Flood risk is a combination of two components: the chance (or probability) of a particular flood event occurring and the impact (or consequence) that the event would cause if it occurred

Flood Risk Map

A map showing: the number of people living in the area who are likely to be affected in the event of flooding; the type of economic activity likely to be affected in the event of flooding; any industrial activities in the area that may increase the risk of pollution in the event of flooding; any relevant

protected areas that may be affected in the event of flooding; any areas of water subject to specified measures or protection for the purpose of maintaining the water quality that may be affected in the event of flooding; and any other effect on human health, economic activity or the environment (including cultural heritage).

Flood Risk Management

A process to reduce the probability of occurrence through the management of land, river systems and flood defences and reduce the impact through influencing development on flood risk areas, flood warning and emergency response.

Flood Risk Regulations 2009

The Flood Risk Regulations 2009 came in to force on the 10 December 2009. They transpose the EU Floods Directive into UK law. The key provisions of the regulations for local authorities are:

- to give responsibility to lead local flood authorities (unitary and county councils) to do the same for all other forms of flooding (excluding sewer flooding which is not caused by precipitation); to require preliminary flood risk assessments (Preliminary Flood Risk Assessments) by the Environment Agency and lead local flood authorities to be prepared by 22 December 2011. These should, on the basis of Environment Agency and lead local flood authority Preliminary Flood Risk Assessments, identify areas of significant flood risk;
- the requirement of flood hazard and risk maps to be prepared by 22 December 2013 for identified
- areas of significant flood risk; and
- the requirement of flood risk management plans to be prepared by 22 December 2015 for the same areas.

Flood Zones

Nationally consistent delineation of 'high' and 'medium' flood risk, published on a quarterly basis by the Environment Agency

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| Flood Zone 1 (Low Probability) | Defined as an area only at risk of flooding from flood events with an Annual Exceedance Probability (AEP) of less than 0.1% (1 in 1000). The probability of flooding occurring in this area in any one year is less than 0.1%. |
| Flood Zone 2 (Medium Probability) | Defined as an area at risk of flooding from flood events with an Annual Exceedance Probability (AEP) of between 1% (1 in 100) and 0.1% (1 in 1000). The probability of flooding occurring in this area in any one year is between 1% and 0.1%. |
| Flood Zone 3a (High probability) | Defined as an area at risk of flooding from flood events with an Annual Exceedance Probability (AEP) of greater than 1% (1 in 100r). The probability of flooding occurring in this area in any one year is greater than 1%. |
| Flood Zone 3b (Functional Flood plain) | Defined as land where water has to flow or be stored in times of flood. Usually defined as areas at risk of flooding from flood events with an Annual Exceedance Probability (AEP) of greater than 5% (1 in 20) design event. The probability of flooding occurring in this area in any one year is greater than 5%. |
| Fluvial | The processes associated with rivers and streams and the deposits and landforms created by them. |
| Groundwater | Water located beneath the ground surface, either in soil pore spaces or fractures in rock |
| Gully | An artificial channel serving as a gutter or drain. |
| Land Drainage Act 1991 | <p>The Land Drainage Act was enacted in December 1991. It consolidates existing water legislation and outlined the duties and powers to manage land drainage for a number of bodies including internal drainage boards and local authorities. Some sections of the Land Drainage Act 1991 have been amended subsequently.</p> <p>It outlines the duties and powers to manage land drainage for a number of bodies including the Environment Agency, internal drainage boards, local authorities, navigation authorities and riparian owners.</p> |

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| Main River | All watercourses shown on the statutory main river maps held by the Environment Agency and the Department for Environment, Food and Rural Affairs. The Environment Agency has permissive power to carry out maintenance and improvement works on these rivers. |
| Making Space for Water (MSfW) published on 29 July 2004 | was the cross-Government programme taking forward the developing strategy for flood and coastal erosion risk management in England. It is no longer current but the work has informed the Government policy direction and the Flood and Water Management Act 2010 with regards to managing all risks and providing innovative ways of doing this. The strategy proposed that the Government will, over the 20-year lifetime of the strategy, implement a more holistic approach to managing flood and coastal erosion risks in England. |
| Medium Term Plan | The Medium Term Plan shows flood and coastal management schemes which the Environment Agency Board has allocated Defra grant in aid fund which have been approved by the Regional Flood and Coastal Committees. |
| National Flood and Coastal Erosion Risk Management Strategy | The Environment Agency's National Strategy was published in May 2011 and provides an overview of how flood risk and the risk of coastal erosion will be managed across England. The aims and objectives of the National Strategy have been translated onto a local scale through this Local Strategy for the County Council. |
| National Planning Policy Framework (NPPF) | This is a new document developed by the Department for Communities and Local Government (CLG). It is designed to streamline planning policy by substantially reducing the amount of planning guidance and bringing it all together in one coherent document. |
| Ordinary Watercourse | Any section of watercourse not designated as a main river. |
| Permissive Powers | The Land Drainage Act gives the City and District Council powers to undertake flood alleviation works on ordinary watercourses. These are permissive powers and the City and District Council is able to decide whether or not to use them in relation to a particular problem. Normally the use of these |

powers would only be considered where the benefits of a scheme outweigh its capital costs.

Pitt Review

Sir Michael Pitt carried out an independent review of the 2007 floods and made a number of recommendations for future flood risk management. In particular, he recommended that local authorities should play a more significant role in tackling local problems of flooding and coordinating all relevant agencies. Many of the recommendations of The Pitt Review have been enacted through the Flood and Water Management Act.

Planning Policy Statement (PPS) 25

Sets out the Government's spatial planning policy relating to development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process, to avoid inappropriate development in areas at risk of flooding and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall. This practice guide provides guidelines on how to implement development and flood risk policies by the land use planning system. The guide also includes working examples through case studies. This Practice Guide (at Appendix B) contains a checklist to help developers and applicants to prepare an appropriate, site-specific flood risk assessment in accordance with the policy in PPS25, and the advice in the Practice Guide.

Pluvial

Direct runoff as a result of rainfall and the processes associated with it

Precipitation

Describes the processes involved in rain, sleet, hail, snow and other forms of water falling from the sky

Preliminary Flood Risk Assessment (PFRA)

The Preliminary Flood Risk Assessment is a process involving an assessment of past floods and the possible consequences of future floods, leading to the identification of Areas of significant risk. All LLFAs must prepare a PFRA report in relation to

flooding in the LLFA's area. The LLFA is not required to include information about flooding from the sea, main rivers and reservoirs unless the authority thinks that it may affect flooding from another source. The floods to be included are those which had significant harmful consequences for human health, economic activity or the environment.

Regional Flood and Coastal Committees (RFCCs)

RFCCs were set up under the Floods and Water Management Act 2010. The committees have a chair appointed by the Minister, members from Lead Local Flood Authorities (allowing for local democratic input) and independent members recruited by the Environment Agency who have specialist skills or backgrounds. RFCCs play an important local role in guiding flood and coastal risk management activities within catchments and along the coast, advising on and approving programmes of work for their areas as well as raising local levies to fund local priority projects and works in partnership with others.

Reservoir

Artificial lake used to store water. Reservoirs may be created in river valleys by the construction of a dam or may be built by excavation in the ground or by conventional construction techniques such as brickwork or cast concrete. Reservoirs greater than 10,000m³ are governed by the Reservoirs Act 1975

Residual Risk

The risk which remains after all risk avoidance, reduction and mitigation measures have been implemented.

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| Return Period | The probability of a flood of a given magnitude occurring within any one year |
| Riparian Owner | All landowners whose property is adjoining to a body of water have the right to make reasonable use of it and the responsibility to suitably maintain it. |
| Risk Management Authority | <p>Risk management authority means—</p> <ul style="list-style-type: none"> (a) the Environment Agency, (b) a lead local flood authority, (c) a district council for an area for which there is no unitary authority, (d) an internal drainage board, (e) a water company, and (f) a highway authority. <p>Risk Management authority must act in a manner which is consistent with the national strategy and guidance, and except in the of a water company, act in a manner which is consistent with the local strategies and guidance.</p> |
| River Basin Management Plan (RBMPs) | <p>River Basin Management Plans have been produced by the Environment Agency for the eleven river basin districts in England and Wales. They help to set out the actions required to achieve the objectives of the Water Framework Directive. RBMPs describe the main issues for each river basin district and state the environmental objectives for the basin, explain the objectives selected to achieve good ecological status and summarise the actions needed to deliver those objectives.</p> |
| Sequential Test | Informed by a SFRA, a planning authority applies the Sequential Test to demonstrate that there are no reasonably available sites in areas with less risk of flooding that would be appropriate to the type of development or land use proposed |
| Sewer | A sewer is a pipe which carries and removes either rainwater (surface) or foul water (or a combination of both) from more than one property. A sewer can also be categorised as being a private or public |

sewer and can carry surface or foul water. A Private Sewer is solely the responsibility of the occupiers/owners of the properties that it serves. A Public Sewer is a sewer that has been adopted and maintained by a Sewerage Undertaker

Sewer Flooding

The consequence of sewer systems exceeding their capacity during a rainfall event

Strategic Environmental Assessment Directive 2001

(EC Directive 2001/42/EC Is legislation which aims to increase the consideration of environmental issues during decision making related to strategic documents such as plans, programmes or strategies. The Strategic Environmental Assessment identifies the significant environmental effects that are likely to result due to the implementation of a plan, programme or strategy.

Strategic Flood Risk Assessment (SFRA)

A SFRA is used as a tool by a planning authority to assess flood risk for spatial planning, producing development briefs, setting constraints, informing sustainability appraisals and identifying locations of emergency planning measures and requirements for flood risk assessments. The purpose of a SFRA is to assess and map all forms of flood risk from groundwater, surface water, impounded water bodies, sewer and river sources, taking into account future climate-change predictions. This provides planning authorities an evidence base for making decisions on future development primarily in flood risk areas.

SuDS

Sustainable Drainage Systems. SuDS are drainage systems which are designed to reduce the impact of urbanisation on the hydrology of a river system.

Surface Water Runoff

Rainwater (including snow and other precipitation) which: is on the surface of the ground (whether or not it is moving); and has not

entered a watercourse, draining system or public sewer. Areas that suffer a depth of greater than 0.1m are considered to be at risk of surface water flooding. Flooding that is greater than 0.3m deep is classed as being at risk of deep surface water flooding

Surface Water Management Plans

Surface Water Management Plans are produced by local authorities

The following benefits are achieved through undertaking a SWMP study: Increased understanding of the causes, probability and consequences of surface water flooding; Increased understanding of where surface water flooding will occur which can be used to inform spatial and emergency planning functions; A co-ordinated action plan, agreed by all partners and supported by an understanding of the costs and benefits, which partners will use to work together to identify measures to mitigate surface water flooding; Identifying opportunities where SuDS can play a more significant role in managing surface water flood risk; Increased awareness of the duties and responsibilities for managing flood risk of different partners and stakeholders; Improved public engagement and understanding of surface water flooding; Significant contribution made towards meeting the requirements of the Flood Risk Regulations (2009) and Flood and Water Management Act (2010).

Water Framework Directive (WFD)

WFD is the most substantial piece of EC water legislation to date and is designed to improve and integrate the way water bodies are managed throughout Europe. It came into force on 22 December 2000 and was transposed into UK law in 2003. Member States must aim to reach good chemical and ecological status in inland and coastal waters by 2015.

Appendix 5 – Who is responsible for what when it comes to flooding?

There is no single organisation responsible for all flooding across Cambridgeshire. Instead it's a group approach with different organisations managing different types of flooding.

The table below shows exactly who each organisation is across Cambridgeshire and what their responsibilities are, as well as useful contact details and when you may need to contact them. There are always exceptions to the general rule, so it's best to check with Cambridgeshire County Council if you are unsure.

The responsibility for flood risk management across the county rests with everyone. If you are a landowner of any kind; be it a homeowner, business owner, community, farmer, developer, authority, tenant or whoever you have a responsibility to prevent flooding from your land. This is called Riparian Responsibility. You are a riparian owner of any watercourse within or adjacent to the boundaries of your land. This could be an open watercourse (river or stream), a ditch or a culvert for example.

Riparian owners are responsible for maintaining and clearing debris (even if this is not from their land) from the watercourse or ditch as well as vegetation on the banks, in order to keep these clear and prevent flooding. As a riparian owner you could face legal action if lack of maintenance of your watercourse causes flooding. To learn more about your responsibilities as a riparian owner, read our Riparian Ownership factsheet -

www.cambridgeshire.gov.uk/downloads/file/336/riparian_owner_factsheet

Roles and Responsibilities

Town and Parish Councils/Communities

Town and Parish Councils as well as Communities both play an important role in managing flood risk at the community level. They can help gather information on areas at risk of flooding by reporting any flood incidents. Communities and individuals at risk of flooding should prepare Community and Household Flood Plans. Residents can also get involved with the community and local councils by becoming a Flood Warden. In addition Communities and Parish or Town Councils can be crucial in raising additional funding for local flood defence measures and for undertaking regular maintenance.

The National Flood Forum offers useful advice on how to write a flood plan or become a Flood Warden <http://www.nationalfloodforum.org.uk/>

Environment Agency

The Environment Agency is responsible for flood risk management activities on main rivers across Cambridgeshire, for regulating reservoir safety, and providing river flood warnings. They have the power to undertake work on main rivers to fix a flooding issue, but would charge this cost to the Riparian Owner.

Contact the Environment Agency if you are having a flooding issue from a main river or reservoir in Cambridgeshire, or you wish to carry out work on a main river.

Email: enquiries@environment-agency.gov.uk or telephone 03708 506 506

Cambridgeshire County Council

Cambridgeshire County Council is responsible for coordinating the management of flood risk from surface water, groundwater and ordinary watercourses. However this does not mean that they can or will undertake works to fix a flooding issue, but they can investigate to find out who the Riparian Owner is and therefore who is responsible; and advise on potential solutions. The cost of any works to fix these flooding issues will be charged back to the responsible person or organisation.

Contact Cambridgeshire County Council to report surface water, groundwater or ordinary watercourse flooding floodandwater@cambridgeshire.gov.uk

Or report an incident online:

http://www.cambridgeshire.gov.uk/info/20090/emergency_planning/482/report_flooding

Cambridgeshire County Council also carries out consenting works on all ordinary watercourses outside of Internal Drainage Board areas. Contact the Council if you would like to undertake work to an ordinary watercourse: http://www.cambridgeshire.gov.uk/info/20099/planning_and_development/49/water_minerals_and_waste/4

Cambridgeshire Highways

Cambridgeshire Highways are responsible for fixing drainage and flooding issues on highways and roads across Cambridgeshire. This includes blocked drains and gullies on the roads; however they are not normally responsible for ditches alongside roads. In most cases the responsibility is with the adjacent landowner.

Contact Cambridgeshire Highways to report flooding on a highway, including blocked drains and gullies on roads.

To report flooding on Highways, please use the highways fault online reporting tool
<http://www2.cambridgeshire.gov.uk/HighwaysReports/Highways/ReportProblem1.aspx>

Or call 0345 045 5200 (8:00am to 6:00pm)

Highways Agency

The Highways Agency is responsible for drainage of the motorways and some of the A roads (trunk roads) in Cambridgeshire, for example the A14 and M11. Contact the Highways Agency for flooding issues on the roads listed above.

Tel: 0300 123 5000 (say "Report")

District and City Councils

Cambridgeshire's district and city councils are responsible for reviewing flood risk in planning applications. They have the power to carry out works on ordinary watercourses to fix local flooding issues. The cost of these works would be charged back to the responsible person or organisation. They also, in some cases, are responsible for 'awarded watercourses'.

Contact your District or City Council for flood risk issues in planning Application, or if you are concerned about flooding from an awarded watercourse.

Anglian Water

Anglian Water, as a water and sewerage company responsible for managing the flooding and flood risk from public sewers and water mains across the county. This includes making sure they can maintain essential water supply and sewerage services during a flood. They are also sometimes responsible for removing surface water from your property via the public sewer system for treatment.

Contact Anglian Water for flooding from one of their burst water mains or sewers.

Tel: 03457 145 145 (Select option 1)

Cambridge Water

Cambridge Water, as a water company responsible for managing the flooding and flood risk from water mains across the county. This includes making sure they can maintain essential water supply services during a flood.

Contact Cambridge Water for flooding from one of their burst water mains

Tel: 01223 70 60 50

Internal Drainage Boards

In Cambridgeshire there is a large area covered by Internal Drainage Boards. These Internal Drainage Boards are responsible for managing water levels in the watercourses within this area. They also carry out consenting works on all ordinary watercourses in their areas.

Contact the relevant Internal Drainage Board if you are planning to carry out any work on an ordinary watercourse in their area.

Go to appendix 2 for a complete list of all internal drainage boards partly or wholly in Cambridgeshire.



To: Executive Councillor for Planning Policy and Transport: Councillor Kevin Blencowe
Report by: Head of Planning Services
Relevant scrutiny committee: Development Plan Scrutiny Sub Committee 17 November 2015
Wards affected: All wards

CAMBRIDGE LOCAL PLAN

Consideration of further work and consequential modifications

Key Decision

1. Executive summary

- 1.1 This report concerns further work carried out by the Councils on the Cambridge and South Cambridgeshire Local Plans following initial conclusions received from the Inspectors examining the plans in a letter dated 20 May 2015. This report and attached documentation sets out the Councils' response to the issues raised by the Inspectors and modifications to the Local Plans arising from the additional evidence. The modifications are proposed be made available for public consultation between December 2015 and January 2016.

2. Recommendations

- 2.1 This report is being submitted to the Development Plan Scrutiny Sub-Committee for prior consideration and comment before decision by the Executive Councillor for Planning Policy and Transport.
- 2.2 Development Plan Scrutiny Sub-Committee is recommended to support the following recommendations to the Executive Councillor for Planning Policy and Transport and Full Council:
- To agree that the consultation document with proposed modifications (Appendix A) and sustainability appraisal (Appendix B), subject to any changes recommended by the Development Plan Scrutiny Sub-Committee, be submitted for consideration by Full Council on 30 November 2015 and approved for public consultation between 2 December 2015 and 25 January 2016;

- To agree that any amendments and editing changes that need to be made to the consultation material with proposed modifications (Appendix A) and sustainability appraisal (Appendix B) be agreed by the Executive Councillor in consultation with the Chair and Spokesperson;
- That the documents attached to this committee reports as Appendices C to J are noted and submitted as part of the evidence base for the Local Plan;
- That delegated authority be given to the Director of Environment to make any subsequent minor amendments and editing changes, in consultation with the Executive Councillor for Planning Policy and Transport.

3. Background

- 3.1 The Councils submitted the Cambridge and South Cambridgeshire Local Plans for examination on 28 March 2014. The separate plans were prepared in parallel with joint working throughout the process in recognition of the close functional relationship between the two areas and reflecting the duty to cooperate. This relationship has been recognised at a national level through the Greater Cambridge City Deal with Government signed in 2014, which brings up to £500 million of grant funding to help deliver infrastructure to support growth in the area with its highly successful economy.
- 3.2 Joint examination hearings on strategic issues were held between November 2014 and April 2015, including on housing and employment needs, development strategy, Green Belt, transport, infrastructure and housing supply. The Inspectors wrote to the Councils on [20 May 2015](#) in relation to three main issues and invited the Councils to undertake additional work to address those issues before the examinations progress further. The Councils agreed to undertake additional work and the examinations were formally suspended on 28 July 2015 until March 2016.
- 3.3 The following additional work has been carried out in response to the issues raised by the Inspectors:
- Cambridge and South Cambridgeshire Local Plans Sustainability Appraisal Addendum Report (Appendix B);
 - Cambridge Inner Green Belt Boundary Study (Appendix C);
 - Cambridge and South Cambridgeshire Objectively Assessed Housing Need: Further Evidence (Appendix D);
 - Housing Land Supply Update, Cambridge City Council and South Cambridgeshire District Council (Appendix E);

- Cambridge and South Cambridgeshire Development Strategy Update (Appendix F);
- Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report (Appendix G);
- Cambridge and South Cambridgeshire Infrastructure Delivery Study 2015 (Appendix H);
- Cambridge and South Cambridgeshire Local Plans Viability Update, November 2015 (Appendix I); and
- Proposed Modifications arising from the Government's Written Ministerial Statements (Appendix J).

Where necessary, executive summaries have been included in the evidence documents to help the reader understand complex technical information. The consultation document also includes a summary of the work undertaken and the main findings.

3.4 The Councils have considered the additional evidence prepared against the three issues raised by the Inspectors. Section 2 of the consultation document provides more information on the work undertaken for the different workstreams and the outcomes of the work. The main points can be summarised as follows:

- Housing Needs – Independent consultants have considered the issues raised by the Inspectors and responded to the national practice guidance that was published after the Local Plans were submitted to test the objectively assessed need for housing in each area. They compare this to the existing Strategic Housing Market Assessment prepared earlier using a different methodology. They conclude that the housing requirement for Cambridge contained in the submitted Local Plan does not need to be changed and that the requirement for South Cambridgeshire should be 19,377 dwellings compared with the 19,000 dwellings in the submitted Local Plan. The Councils consider the findings of the study in the Development Strategy document (Appendix F).
- Development Strategy – the Councils have prepared a document on the overall development strategy (Appendix F). A modification to the South Cambridgeshire Local Plan is included to change the housing requirement from 19,000 to 19,500, rounding the recommended figure in the Housing Needs document for policy purposes. This goes half way to incorporating the commitment through the City Deal to provide an additional 1,000 dwellings on rural exception sites over the 19,000 figure included in the submitted plan. On the basis of the independent evidence, no change is necessary to the Cambridge Local Plan.

The document draws together the evidence prepared by independent consultants on Green Belt, Transport, Infrastructure and Viability. It also takes account of the findings of the Sustainability Appraisal Addendum. It considers whether the strategy in the submitted Local Plans remains the most appropriate taking account of the outcomes of the further evidence.

The document sets out the key strategic choice facing the Councils as the distribution of growth between the two strategic options of edge of Cambridge and new settlements that sit in the middle of the development sequence. The edge of Cambridge is higher in the sequence and has advantage in terms of accessibility. The Councils have always recognised this advantage. However, it needs to be set against Green Belt considerations and the new Green Belt study confirms that major release of land would cause significant Green Belt harm. New settlements offer an alternative means of delivering significant growth without requiring development in the Green Belt but require significant infrastructure provision to connect them to higher order services and jobs. However, the evidence is that they can be made to operate sustainably by providing proper infrastructure requirements. This is confirmed by the SA Addendum.

Having weighed all those factors, the document concludes that the development strategy in the submitted plans, with limited modifications, provides the right balance for this plan period that will provide a range of deliverable sites for the plan period and beyond and considers that sustainability will be secured.

Consequential to the work on Housing Needs and Development Strategy, an updated paper on Housing Land Supply (Appendix E) has also been prepared. This includes an update on the situation in relation to Land North of Cherry Hinton where discussions with the two promoters of the site demonstrate that a larger part of the land currently allocated in the adopted Cambridge East Area Action Plan can come forward for development with the Airport remaining, making best use of suitable land at the second stage in the development sequence. The submitted Local Plans included a provision across both districts of 460 homes, the ongoing work now means that 1,200 homes can be safely provided with 780 in Cambridge and 420 in South Cambridgeshire together with provision of a primary school, a local centre and a spine road between Cherry Hinton Road and Coldham's Lane. A significant shortfall in school capacity across the City is currently forecast from 2018, which coupled with proposed development north of Newmarket Road and north of Cherry Hinton, will require the early

provision of the secondary school. Residential development on land north of Coldham's Lane, Church End and Teversham Drift (R47) should not come forward before there is an agreed approach to the delivery of sufficient secondary school capacity in the area. This development significantly improves housing land supply in Cambridge to 14,682 homes. The paper also takes a more cautious approach to the annual build out rates at new settlements based on lessons learned from Cambourne than previously assumed, but allowing for earlier starts on site for Waterbeach and Bourn Airfield if these can be achieved. Overall, the evidence in the joint housing trajectory shows that the Councils have 5 year housing land supply over the plan period.

- Written Ministerial Statements - the Councils have undertaken an audit of the changes required to policies in the Local Plans as a result of the publication of a number of Written Ministerial Statements.

This has resulted in changes to policies by both Councils relating to climate change, specifically housing construction and related sustainable development standards and affordable housing, and by the City Council in respect of residential space standards. The Viability Study tested these proposals to ensure that the changes to these policies do not have a negative impact on development viability across the two authorities.

Additional work will be undertaken by both Councils in relation to technical standards for accessibility, and by SCDC in relation to and residential space standards, to ensure that the Councils has an appropriate evidential base for the inclusion of the policies.

3.5 The proposed main modifications to the Cambridge City Council Local Plan resulting from the further work can be summarised as:

- Changes to reflect the Memorandum of Understanding between the Councils (September 2014) for a joint housing trajectory for the Greater Cambridge area recognising the inter-relationship between the areas and phasing of delivery of housing;
- Changes to policies relating to the amount of development planned to come forward at Cambridge East (North of Cherry Hinton) – 1,200 dwellings of which 780 dwellings are in Cambridge;
- Changes to policies relating to climate change, specifically housing construction and related sustainable development standards in the light of amendments to national government policy;
- Changes to affordable housing policies and residential space standards to reflect changes in national government policy.

3.6 The proposed main modifications to the South Cambridgeshire Local Plan resulting from the further work can be summarised as:

- Amendment of the housing requirement from 19,000 new homes to 19,500 homes for the plan period 2011-2031 to reflect latest independent assessment of objectively assessed housing need;
- Changes to reflect the earlier Memorandum of Understanding between the Councils (September 2014) for a joint housing trajectory for the Greater Cambridge area recognising the inter-relationship between the areas and phasing of delivery of housing;
- Providing flexibility in the start date of delivery at new settlements;
- Amending policies relating to the amount of development planned to come forward at Cambridge East (North of Cherry Hinton) – 1,200 dwellings of which 420 dwellings are in South Cambridgeshire;
- Identification of a provisional extension to Cambridge Biomedical Campus, to reflect latest independent Green Belt assessment, subject to further investigation of surface water flooding issues;
- Reduction in the size of the employment site adjacent to Peterhouse Technology Park, Fulbourn Road, Cambridge, to reflect latest independent Green Belt assessment;
- Changes to policies relating to climate change, specifically in relation to water efficiency, renewable energy and at the Fen Drayton Land Settlement Association site, the way in which the sustainability credentials of new homes will be judged. This is in the light of amendments to national government policy;
- Changes to housing policies to make provision for starter homes and self build to reflect changes in national government policy.

Consultation arrangements

3.7 Consultation arrangements include:

- Consultation between 2 December 2015 and 25 January 2016. Due to the Christmas break, additional time has been allowed for the consultation to enable as many people as possible to have the opportunity to respond to the consultation;
- Letters and emails informing consultees of consultation dates and how to view and respond to the consultation material;
- A public notice;
- All documents to be made available on the Councils' websites and the Cambridge City Council Customer Service Centre and South Cambridgeshire Hall including small exhibitions in the two locations;

- Libraries to receive hard copies;
- Publicising the consultation through the Councils' Facebook page and Twitter as well as on a Local Plan news blog for Cambridge.

3.8 For Cambridge, exhibitions are to be held in the Guildhall and in Cherry Hinton in December 2015 and January 2016. A specific briefing session for Cambridge Residents' Associations is to be held on 3 December 2015. For South Cambridgeshire, exhibitions are to be held in South Cambridgeshire Hall in December 2015 and January 2016, and in January 2016 in Teversham and Great Shelford.

Next steps

3.9 Following Development Plan Scrutiny Sub-Committee on 17 November 2015, the proposed consultation document with proposed modifications and sustainability appraisal, supported by the background evidence will be put forward to Full Council for agreement on 30 November 2015. Provided that the documents are agreed at Full Council, public consultation will then commence on 2 December 2015 and run until 25 January 2016.

3.10 Once the consultation on this report has finished, the Councils will pull together a report containing all of the representations received, which will be reported back to this committee and Full Council in March 2016. The Councils will then submit material to the Planning Inspectors. It is anticipated that examination sessions will recommence shortly after this information is submitted to the Inspectors.

4. Implications

(a) Financial Implications

There are no direct financial implications arising from this report. The costs of preparing the local plan has already been budgeted for and included in the budget for 2015-16 and 2016-17.

(b) Staffing Implications (if not covered in Consultations Section)

There are no direct staffing implications arising from this report. The review of the Local Plan has already been included in existing work plans.

(c) Equality and Poverty Implications

There are no direct equal opportunity implications arising from this report. The Local Plan has been subject to an Equalities Impact Assessment, which demonstrates how potential equalities issues have been, and will be addressed.

(d) Environmental Implications

The new Local Plan for Cambridge will assist in the delivery of high quality and sustainable new development along with protecting and enhancing the built and natural environments in the city. While national policy changes have had some impact on the level of ambition that can be included in the plan in relation to the reduction of carbon emissions from new housing developments, wider policies in the plan related to climate change and sustainable development mean that the plan should still overall have a positive climate change impact.

(e) Procurement

There are no direct procurement implications arising from this report.

(f) Consultation and communication

The consultation and communication arrangements for the Local Plan are consistent with the agreed Consultation and Community Engagement Strategy for the Local Plan Review, 2012 Regulations and the Council's Code of Best Practice on Consultation and Community Engagement.

(g) Community Safety

There are no direct community safety implications arising from this report.

5. Background papers

The following background papers were used in the preparation of this report:

- Localism Act 2011:
<http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted>
- National Planning Policy Framework 2012:
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>
- Cambridge Local Plan 2006:
<https://www.cambridge.gov.uk/local-plan-2006>

- Cambridgeshire and Peterborough Structure Plan 2003:
<https://www.cambridge.gov.uk/sites/default/files/documents/rd-ad-010.pdf>
- Cambridge Local Plan 2014: Proposed Submission:
https://www.cambridge.gov.uk/public/ldf/draft_submission/Full%20Plan/Full%20Draft%20Plan%20with%20title%20pages%20reduced%20size.pdf
- South Cambridgeshire Local Plan 2014:
<https://www.scambs.gov.uk/localplan>

6. Appendices

| | |
|------------|---|
| Appendix A | Cambridge and South Cambridgeshire Modifications Consultation Report November 2015 |
| Appendix B | Cambridge and South Cambridgeshire Local Plans SA Addendum Report |
| Appendix C | Cambridge Inner Green Belt Boundary Study, LDA Design |
| Appendix D | Cambridge and South Cambridgeshire Local Plan Examination – Objectively Assessed Housing Need: Further Evidence |
| Appendix E | Housing Land Supply Update, Cambridge City Council and South Cambridgeshire District Council |
| Appendix F | Cambridge and South Cambridgeshire Development Strategy Update, November 2015 |
| Appendix G | Local Plans CSRM – Cambridge and South Cambridgeshire Local Plans Transport Report, November 2015 |
| Appendix H | Cambridge and South Cambridgeshire Infrastructure Delivery Study 2015 |
| Appendix I | Cambridge and South Cambridgeshire Local Plans Viability Update, November 2015 |
| Appendix J | Proposed Modifications arising from the Government’s Written Ministerial Statements |

To inspect the background papers or if you have a query on the report please contact:

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To: Executive Councillor for Planning Policy and Transport: Councillor Kevin Blencowe
Report by: Head of Planning Services
Relevant scrutiny committee: Development Plan Scrutiny Sub Committee 17 Nov 2015
Wards affected: East Chesterton, King's Hedges

CAMBRIDGE NORTHERN FRINGE EAST AREA ACTION PLAN - ISSUES AND OPTIONS CONSULTATION FEEDBACK

Not a Key Decision

1. Executive summary

- 1.1 Cambridge Northern Fringe East (CNFE) area is one of the most significant brownfield regeneration opportunities in Greater Cambridge. The emerging Local Plans for both Cambridge and South Cambridgeshire recognise that regeneration and redevelopment of the area is important, both in the short term, aligned with the opportunity presented by the opening of a new rail station, and in the long term to ensure that maximum regeneration benefits are captured for Greater Cambridge.
- 1.2 The Area Action Plan (AAP) will be a key document for guiding and shaping the development of the CNFE area, and its preparation has been prioritised to be undertaken in parallel with the local plans process. In this context, this report:
- provides an update on progress in preparing the CNFE AAP;
 - informs Members of the key issues arising from comments received on the Issues and Options Report, which took place between December 2014 and February 2015;
 - seeks a steer from Members on whether two revised redevelopment options should be taken forward for further investigation, including transport and development viability assessments, ahead of the preparation of the draft Plan; and
 - sets out the proposed revised timetable for the preparation of the AAP for incorporation into each Councils Local Development Schemes.

2. Recommendations

- 2.1 This report is being submitted to the Development Plan Scrutiny Sub-Committee for prior consideration and comment before decision by the Executive Councillor for Planning Policy and Transport.
- 2.2 The Executive Councillor is recommended:
- To note the summary and conclusions of responses to the AAP Issues and Options consultation (as referred to in Appendices A and B); and
 - To agree two revised options for the potential range of development for the purposes of;
 - a) testing the potential environmental and infrastructure impact and the economic viability of the emerging AAP proposals;
 - b) informing the preparation of other ancillary assessments required to ensure the deliverability and soundness of the draft AAP; and
 - c) guiding further conceptual urban design work that will inform the ultimate preferred development approach.

3. Background

- 3.1 The CNFE area has been the subject of comprehensive development policy aspirations for more than two decades, but there has been little in the way of any catalyst to provide the incentive to bring forward a co-ordinated development programme for the area.
- 3.2 Currently, Cambridge City Council and South Cambridgeshire District Council are both producing new local plans for the period to 2031. Policy 14 in the submitted Cambridge Local Plan 2014 and Policy SS/4 in the submitted South Cambridgeshire Local Plan 2014 seek the regeneration of CNFE and say that the precise amount of development, site capacity, viability, time-scales and phasing of development will be established through the preparation of a joint AAP for defined area.
- 3.3 The importance of regenerating the northern fringe area has been recognised by both councils with the commitment to undertake the AAP work in parallel with the local plans process. Work commenced on the joint AAP through the publication and consultation on an Issues and Options Report earlier this year which included the identification of four potential options for the provision of future development in the AAP area. The completion of the analysis of comments received during that consultation now enables additional and more detailed

work to proceed with a view to preparing a draft AAP for consultation and, ultimately, examination and adoption.

3.4 Appendix A of this report:

- provides an update on the preparation of the AAP;
- assesses the outcome of the Issues and Options Report consultation and, in particular, the responses to the four options for development;
- sets out two modified development options to be used for testing their impacts and deliverability as part of developing a preferred development option; and
- identifies the workstreams and programme for taking the AAP forward to the consultation stage on a draft document.

3.5 In May 2015 the Inspectors examining the two local plans wrote to the Councils outlining some preliminary conclusions following the joint hearings and further work required to support the Local Plans. In July, following an exchange of correspondence, the Inspectors recognising the positive approach taken by the Councils in addressing their concerns, formally suspended the examinations until March 2016. However, this does not preclude the principle of further work being undertaken towards the preparation of the draft CNFE AAP, especially given that there has been progress on two major infrastructure projects that will provide significant access improvements to the AAP area.

3.6 The extension of the Cambridgeshire Busway to the site of the proposed new Railway Station on the Chesterton Rail Sidings within the CNFE area was completed this summer. Planning permission was granted on 18 December 2013 by the Joint Development Control Committee (JDCC) for the new Railway Station, and a similar scheme was approved by the same Committee on 19 August 2015. The new Railway Station is due to open in December 2016.

3.7 The JDCC also granted planning permission on 18 February 2015 for the reconfiguration and consolidation of the existing Lafarge Tarmac minerals processing and DB Schenker transfer operation at Chesterton Rail Sidings which involves the relocation of the tracks within the sidings area closer to the main railway line, freeing up land for redevelopment.

3.8 To support the preparation of the CNFE AAP, the wider allocations of the Local Plans between Cambridge and Ely, and to assist with the delivery of future development, a major transport study has been commissioned for the A10 corridor. This is led by Cambridgeshire County Council in partnership with the local planning authorities and

other agencies, and in collaboration with the landowners of significant employment sites and promoters of major proposed residential and mixed use sites.

Next steps

- 3.9 The next formal stage in preparing the AAP is the production of the “submission draft” plan based upon the councils preferred development approach to the site. In order to do this, it is essential that more detailed background work is undertaken, as outlined in Appendix A, to provide robust evidence that will demonstrate that the ultimate preferred option can be delivered.

4. Implications

(a) Financial Implications

There are no direct financial implications arising from this report. Policy recommendations will be considered as part of the preparation of the Area Action Plan, which has already been included within existing Development Plan Fund budget plans.

(b) Staffing Implications (if not covered in Consultations Section)

There are no direct staffing implications arising from this report. The review of the Local Plan has already been included in existing work plans.

(c) Equality and Poverty Implications

There are no direct equal opportunity implications arising from this report. An Equalities Impact Assessment was prepared and was consulted upon as part of the Issues and Options consultation.

(d) Environmental Implications

This proposal has been given a Nil climate change rating. Although the physical development of the Cambridge Northern Fringe East Area will of course impact the environment, there is no physical work undertaken as part of this proposal as this project is still at the planning stage. Therefore, there are no environmental impacts in relation to this proposal.

(e) **Procurement**

There are no direct procurement implications arising from this report. Any procurement undertaken will follow council policy.

(f) **Consultation and communication**

The consultation and communications arrangements for the Area Action Plan are consistent with the agreed Cambridge Northern Fringe East Area Action Plan 'Consultation and Community Engagement Strategy' 2014, the Statement of Community Involvement 2013, the 2012 Regulations, and the Council's Code for Best Practice on Consultation and Community Engagement July 2011.

The LDS is not subject to direct public consultation. However, the LDS is an important tool to aid consultation on the AAP because it sets out a timetable to which the council is committed to follow in preparing and consulting on the AAP, thereby giving the public 'advance warning' of when consultation periods on the AAP are likely to take place.

(g) **Community Safety**

There are no direct community safety implications arising from this report.

5. Background papers

These background papers were used in the preparation of this report:

- Cambridge Local Plan 2014: Proposed Submission July 2013
 - South Cambridgeshire Local Plan 2014: Proposed Submission 2013
 - CNFE AAP Issues and Options Consultation Report
 - Supporting Technical Statement
 - Interim Sustainability Appraisal Annex: Detailed Assessment Tables – Appraisal of Spatial Redevelopment Options
 - Interim Sustainability Appraisal: Appraisal of Policy Options
 - Employment Options Study – Final Report
 - Employment Options Study – Sector Profile
 - Area Flood Risk Assessment
 - Consultation and Community Engagement Strategy
 - Equalities Impact Assessment
-
- The Planning and Compulsory Purchase Act 2004:
<http://www.legislation.gov.uk/ukpga/2004/5/contents>

- The Town and Country Planning (Local Planning) (England) Regulations 2012:
<http://www.legislation.gov.uk/ukxi/2012/767/contents/made>
- Local Development Scheme 2014
<https://www.scambs.gov.uk/content/local-development-scheme>

6. Appendices

- Appendix A: Cambridge Northern Fringe East AAP Update
- Appendix B: Key Issues from the CNFE AAP Issues and Options Consultation
- Appendix C: Summary of comments received to Options 1 – 4 of the Issues and Options Report

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

| | |
|------------------------|--|
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Cambridge Northern Fringe East AAP Update**Background**

- A1. Cambridge City Council and South Cambridgeshire District Council, with support from Cambridgeshire County Council as a key stakeholder, started work on the development of the Cambridge Northern Fringe East Area Action Plan (CNFE AAP) early in 2014, in parallel with the later stages of the respective district wide local plans.
- A2. The initial stage, the Issues & Options Report, was informed by a number of studies and related background work primarily prepared in support of the respective draft local plans, but including locally specific information and constraints concerning matters such as odour.
- A3. The opportunities and constraints identified as a result of the background work informed the preparation of four Redevelopment Options and a further question (Q14) as to whether there are any alternative redevelopment options that should be considered e.g. include more residential development. The four Redevelopment Options suggested broad approaches as to how the area could be regenerated, namely:
- Option 1: Lower Level of Development.
 - *Creates an enhanced 'Boulevard' approach to the proposed new railway station, to provide a gateway to Cambridge.*
 - *Focuses on regeneration of areas of more easily available land, allowing existing businesses and the Water Recycling Centre to stay, whilst creating a major new area for businesses.*
 - *Could be delivered early, but does little to secure the wider regeneration of the area;*
 - Option 2: Medium Level of Development.
 - *Focuses on regeneration of areas of more easily available land, allowing existing businesses and the Water Recycling Centre to stay.*
 - *Includes new homes and a local centre near the proposed new railway station, to create a vibrant mixed use area around the gateway.*

- *More comprehensive redevelopment improving existing areas south of Cowley Road, to integrate them into the Station area.*
- *A new road north of Cowley Road to separate out industrial traffic from the main station access.*
- *Option for Nuffield Road industrial area to change to offices / residential.*
- *Could be delivered in the short to medium term;*
- Option 3: Higher Level of Development
 - *Retains Water Recycling Centre but reconfigures onto a smaller site, with more indoor or contracted operations, subject to technical, financial and operational deliverability.*
 - *Opens up options for larger scale employment redevelopment and a mix of other uses.*
 - *Delivery of the full option would be in the longer term.*
 - *The potential to phase redevelopment to achieve the objective of an early gateway to the proposed new railway station would need to be explored, whilst ensuring that the delivery of the full option is not prejudiced by piecemeal redevelopment.*
 - *Nuffield Road industrial area is proposed for entirely residential development, with existing industry relocated north of Cowley Road;*
- Option 4: Maximum Level of Development
 - *Water Recycling Centre relocated off site, subject to identification of a suitable, viable and deliverable alternative site being identified.*
 - *Frees up a large area of land for redevelopment, and the opportunity to comprehensively address the area.*
 - *Delivery of the full option would be in the longer term.*
 - *The potential to phase redevelopment to achieve the objective of an early gateway to the proposed new railway station would need to be explored, whilst ensuring that the delivery of the full option is not prejudiced by piecemeal redevelopment.*

A4. In addition, the consultation document sought comments on the following potential policy areas:

- Land Uses
- Places Making, Gateway and Building Design
- Density and Building Design / Heights

- Employment
- Housing
- Services and Facilities
- Transport
- Climate Change and Environmental Quality
- Development Management Policies
- Infrastructure Requirements
- Development Phasing and Delivery

A5. Consultation on the Issues & Options Report took place between 8 December 2014 and 2 February 2015 in accordance with the adopted City Council's Statement of Community Involvement 2013 and Code for Best Practice on Consultation and Community Engagement July 2011, and the South Cambridgeshire Statement of Community Involvement 2010. As part of the consultation, the Issues and Options Report was made publicly available and could be downloaded from the Councils websites. Public exhibitions were also held, as follows:

- Wednesday 10 December 2014: 1pm - 7pm St John's Innovation Centre, Cowley Road, Cambridge, CB4 0WS
- Thursday 18 December 2014: 4pm - 8pm. North Area Committee – Buchan Street Community Centre, Cambridge, CB4 2XF (Note Committee meeting starts 7pm)
- Wednesday 14 January 2015: 1pm - 5pm. Trinity Centre (Science Park), Milton Road, Cambridge, CB4 0FN
- Saturday 17 January 2015: 1.30pm – 6pm. Brown's Field Youth & Community Centre, Green End Road, Chesterton, CB4 1RU
- Monday 19 January 2015: 2pm - 8pm Milton Community Centre, Cambridge, CB24 6BL

Issues and Options Consultation Response

A6. A total of 71 individuals, organisations, companies and statutory bodies submitted a total of 1,316 responses to the consultation within the consultation period. Every registered comment received during the Issues and Options consultation, as well as a summary of each comment, is available to view on the Planning Policy pages of the Council's website. In addition, an indication of the main remarks made against each question, with the exception of the redevelopment options (Questions 10 to 13), is attached as Appendix B of this report.

- A7. In relation to the four redevelopment options, the number of responses received on each were as follows:

| Option | Support | Object | Comment |
|-------------------|----------------|---------------|----------------|
| 1 – Lower Level | 17 | 15 | 8 |
| 2 – Medium Level | 13 | 19 | 9 |
| 3 – Higher Level | 11 | 21 | 11 |
| 4 – Maximum Level | 11 | 24 | 11 |

- A8. A summary of the comments received on each option, as well as generic comments covering all four options is attached as Appendix C of this report. The main concerns for each redevelopment option can be summarised as follows:

Option 1

- Not the best, but deliverable
- Start small and grow (natural impetus)
- Odour zones are somewhat arbitrary
- Inefficient use of land/ not strategic
- Inconsistent with vision and development objectives
- Limits development potential released by infrastructure and connectivity investments
- Omission of residential is a failure
- Opposition to Household Waste Recycling Centre position in all options

Option 2

- Still not a strategic and ambitious vision – fails to delivery wider regeneration
- Good balance between delivery and ambition
- More balanced mix of uses than Option 1
- Support provision of heavy goods vehicle access
- Sacrifices commercial land for housing
- More likely to be deliverable than options 3 and 4
- Replacement locations needed for existing businesses
- Leaves significant area of under-used land

Option 3

- Benefits from reduction of Water Recycling Centre, but concerns over deliverability
- Option too ambitious and will never happen
- Support for mixed use approach
- Maximises employment opportunities
- Imbalance between residential and employment
- Significant viability concerns

Option 4

- Option should maximise housing and densities
- Not clear on new location of WRC which could constrain proper planning of site
- Concerned about viability and deliverability
- Imbalance between homes and jobs provision
- The delivery of this amount of development could achieve development principles
- Provides a more comprehensive view

A9. The responses received to the Issues and Options consultation enable a narrowing down of potential options for the purposes of testing probable environmental and infrastructure impact and the economic viability of the AAP proposals. Two refined options have therefore been formulated which are based upon Options 2 and 4 in the Issues and Options Report. At this stage it is important to emphasise that these refined options do not represent a recommendation of preferred development options, but set out approaches for the potential range of development in order to undertake the testing referred to above together with further conceptual urban design work that will inform the ultimate preferred development approach. These options are summarised below:

- **Option 2A: Medium Level of Redevelopment** – This Option includes modifications to the original layout contained in Option 2 on the Station/Chesterton Sidings area, and incorporates a higher density across the whole of the CNFE area. It continues to focus on the regeneration of areas of more readily available land, allowing the Water Recycling Centre and other existing businesses, where possible, to remain within the area, should they so wish.

The proposals would include:

- New homes and a local centre near the proposed new station, to create a vibrant mixed use area around the gateway;
- More comprehensive redevelopment improving existing areas along Cowley Road, to integrate them into the Station area;
- A new road north of Cowley Road to separate out industrial traffic from the main station access; and
- The option for Nuffield Road industrial area to change to offices / residential.

Subject to the outcomes of testing infrastructure and transport impacts and overall viability, this option could be delivered in the short to medium term and therefore it is appropriate to undertake further assessment and more detailed urban design.

- **Option 4A: Maximum Level of Redevelopment** - This Option modifies the original Option 4 to provide a more balanced employment and residential mixed use vision, primarily through a much higher mix of residential development in the AAP. The other considerations remain the same as Option 4 in the Issues and Options Report, but it relies on the Water Recycling Centre being relocated off site.

The proposals would include:

- Increased employment provision;
- A larger area set aside for residential development;
- A local centre near the proposed new station;
- The option for the Nuffield Road area to change to residential
- a new primary school;
- Segregated heavy good vehicle and station/residential access; and
- Reconfigured aggregates railhead and sidings.

This is a more complex approach and its full delivery would require a long term approach. Importantly, the potential to bring forward early redevelopment on parts of the AAP area on a phased basis will still need to ensure the comprehensive delivery of the full option is not prejudiced by piecemeal redevelopment.

Options Assessment

- A10. In order to progress the AAP, further assessment and testing of the two refined options will be needed to inform the choice of a final development approach for incorporation into the Draft AAP. Ultimately, the final development option is likely to be a modified version of one of the options.
- A11. **Transport:** The transport impacts of development at CNFE could, depending upon the chosen option, have considerable effects on the highway network in the locality, including the A14 and A10. This in turn, depending upon the ability and viability of mitigating impacts, could determine the amount of development that can take place at CNFE.
- A12. The County Council, as highway authority, with the support of the local planning authorities, have commissioned a wider transport modelling study of the A10 corridor between Cambridge and Ely. The transport study will identify the potential impacts of planned development along the route. In the case of CNFE, it is proposed that

the two redevelopment options referred to above (2A and 4A) are initially assessed and then further work will follow to refine the options. It is anticipated that the results of the full study will be known in April/May 2016.

- A13. **Infrastructure and Delivery:** The Issues and Options Report also includes consideration of infrastructure and delivery matters. The refinement of the redevelopment options, as set out above, now enables work to proceed on assessing the infrastructure requirements that would result from the scale and nature of development for securing the delivery of such infrastructure. It is therefore proposed to jointly commission a Development Infrastructure and Funding Study to provide a greater understanding of the scale, type and costs of infrastructure and the impact on development viability of paying for the infrastructure. This assessment will be necessary to demonstrate the viability of the proposals, the ability to fund infrastructure and satisfy the Planning Inspector examining the AAP that it is deliverable.
- A14. **Water Recycling Centre:** Anglian Water has commented that they do not object to the relocation of the WRC in principle but state that the funding to relocate the facility would have to come from the proceeds of redevelopment rather than Anglian Water customers. It is recognised that there is;
- considerable uncertainty regarding the viability of the relocation of the WRC;
 - further uncertainty and complexity inherent in finding a suitable alternative location for the WRC; and
 - complex technical measures to relocate an operational WRC.
- A15. Anglian Water further suggest that finding, funding and constructing a new WRC facility could take a minimum of ten years but state, in their response, to the consultation that, if this option is pursued, they would co-operate with the local planning authorities to identify solutions to these issues.
- A16. On the basis of the comments submitted by Anglian Water, a development option that includes the relocation of the WRC to another site away from CNFE needs to demonstrate that it is technically feasible, viable and deliverable and, on this basis, it is suggested that the development of Option 4A will need to involve further liaison with Anglian Water and other relevant agencies.
- A17. **Further appraisals:** In addition to the above assessments, further work needs to be undertaken to assess:

- the implications of odour from Water Recycling Centre on nearby uses;
- land contamination;
- ecology impact and mitigation;
- visual impact of the options;
- noise impact and mitigation;
- air quality; and
- where necessary, other aspects which will be determined as the favoured option emerges.

Other ongoing work

A18. The Issues and Options Report asked how to deal with a range of key policy options covering aspects such as:

- densities of development,
- employment uses,
- housing mix,
- provision of services and facilities,
- place making and urban design; and
- transport.

A19. The outcome of the consultation, together with the requirement not to repeat policies that are included in other local plans or the NPPF, will now inform the preparation of any specific policies that will be required for the consideration of development proposals in the AAP area. Work will proceed on drafting such policies, having regard to the ongoing examination of the generic policies in the respective local plans, the outcome of the A10 Transport Study and the Development Infrastructure and Funding Study and any other assessments as referred to above.

Stakeholder Group

A20. A CNFE Stakeholders Group involving the local planning authorities, other agencies, landowners and promoters has been established to support the preparation and delivery of the CNFE AAP.

Timetable

A21. Whilst other preparatory work will continue, the next formal stages of the CNFE AAP timetable will be determined primarily by the timescales of the A10 Corridor Transport Study and other required assessments. The preparatory work is expected to continue through to June/July 2016 and will be finalised alongside the working up and testing (transport, viability and potentially other considerations) of the

preferred option for CNFE in order to provide a sound evidence base for demonstrating the deliverability of the AAP. The Draft AAP will then be finalised in September/October 2016 alongside the Sustainability Appraisal before undergoing a self-assessment of soundness and legal compliance. It is anticipated that in November 2016 Members will be asked to consider the Submission Draft AAP for the purposes of publication with the commencement of the Public Consultation in January 2017. This timetable is illustrated below:

| Key Milestone | Date | Progress |
|--|--------------------------------|-----------------|
| Commencement of AAP | March 2014 | Complete |
| Issues & Options Consultation | December 2014 to February 2015 | Complete |
| Members consider Submission Draft AAP prior to public consultation | November 2016 | |
| Publication of Submission Draft AAP & Public Consultation | January 2017 to March 2017 | |
| Submission | June 2017 | |
| Examination of AAP | June 2017 to November 2017 | |
| Adoption and Publication of AAP | December 2017 | |

A22. This timetable will require amendments to the adopted Local Development Scheme which is dealt with under a separate item.

APPENDIX B

Summary of main remarks made against each question

See Appendix C for comments relating to Development Options

CHAPTER 2 – QUESTION 1: VISION

Do you support or object to this vision for CNFE? Do you have any comments?

| Respondents | Support (incl. qualified) | Object | Comment |
|----------------------|--|--------|---------|
| 28 | 13 | 6 | 9 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu1 Vision (Support) | <ul style="list-style-type: none"> • Considerable support for the vision for CNFE • New railway station is supported along with retention of railhead • Support for new and existing waste management facilities • The CB4 site/ Chesterton Partnership able to deliver a comprehensively planned re-development of the largest brownfield site in Cambridge, without the involvement of multiple land owning parties, ensuring the regeneration of CNFE in tandem with the new rail station opening. • Plan will promote / create a network of green spaces and corridors to support local ecology and surface water mitigation. | | |
| Qu1 Vision (Object) | <ul style="list-style-type: none"> • Object to relocation of sewage works • Site redevelopment will require considerable public investment because: <ul style="list-style-type: none"> ○ The site is in an inaccessible location ○ Anglian Water sewage works and railway sidings hampers development potential ○ Power line need to be removed. ○ Stagecoach will need to be relocated. ○ New railway station could increase traffic. ○ Brookgate would have to develop site in a way that would work coherently with potential future development in the area. ○ Transport links would need to be improved. • Relocate Sewage Works to enable residential use. • Put commercial units beside A14, to provide a sound/pollution barrier. • Need for housing rather more commercial units. • The aggregates railhead should be accessed by westbound off- and on-slips from and to the A14. Aggregates vehicles should not travel via the Milton Road. • The Household Waste Recycling Centre should stay at Butt Lane. • Masterplan should safeguard a route for a road across into Fen Road Chesterton. Provide a new level crossing or a bridge over the railway or extend planned foot/cycle bridge to Fen Road. • Vision should encourage greater site intensification. • Vision is unrealistic and contains no clear implementation timescales, with specific reference to: transport funding and improvements; mitigation of incompatible land uses; relocation of existing uses; land ownership fragmentation; and market demand. • New development must not have a detrimental effect on established businesses. • Specific mention of biodiversity required. • Include reference to the proposed Waterbeach New Town. | | |

| | |
|----------------------|---|
| | <ul style="list-style-type: none"> • Need for much more housing and employment • Housing need on this site is uncertain • The vision needs to provide high quality urban centre • Site's continued use for aggregates and waste management will detract from the key objective to deliver a high quality business centre; • Given the employment-led focus, 'sustainable urban living' should comprise part of the overall vision |
| Qu1 Vision (Comment) | <ul style="list-style-type: none"> • Need for masterplan and comprehensive planning of CNFE • The development should provide everything for its residents including doctors, schools, and cemetery. • New Household Waste Recycling Centre unnecessary • Need policies for renewable and low carbon energy generation and sustainable design and construction • Greater emphasis on developing area as an internationally renowned business, research and development centre. • Site must address current access and infrastructure difficulties. • Essential that the whole area is masterplanned. • Station access via new road adjacent to sewage works • Provide covered square at CNFE and pedestrianised boulevard on existing Cowley Road • Relocate Police Station to CNFE • New NIAB-sized site for 4000+ houses adjacent to the station, in addition to the residential towers |

CHAPTER 3 – QUESTION 2: DEVELOPMENT OBJECTIVES

Do you support or object to these objectives and how would you improve them?

| Respondents | Support (incl. qualified) | Object | Comment |
|--------------------------------------|---|--------|---------|
| 24 | 14 | 4 | 6 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu2 Development Objectives (Support) | <ul style="list-style-type: none"> • The important issues have been identified • Obj. 2 supported but should support higher densities. • Obj. 2 and wider development objectives should reference residential land use. • Wildlife Trust welcomes inclusion of objective 7 • Plan will promote / create a network of green spaces and corridors to support local ecology and surface water mitigation. • Objective 3 & 6 considered most important | | |
| Qu2 Development Objectives (Object) | <ul style="list-style-type: none"> • Objectives are currently too generic and require further clarity. • Objectives need strengthening to reflect scale/ density of development necessary to attract momentum. Specific goals are key to: <ul style="list-style-type: none"> ○ achieve relocation/ reconfiguration of water treatment plant ○ provide substantial new employment opportunities ○ provide residential development on a sufficient scale - more vibrant/ highly sustainable | | |

| | |
|----------------------------|--|
| | <ul style="list-style-type: none"> ○ consider denser utilisation/ regeneration (eg Science Park) ○ create connectivity between Science Park, city centre, NE/E Cambridge, villages, beyond ○ enable preparation of detailed, phased master plan - a clearer vision underpinning redevelopment of overall area - including integration of denser developments - enhanced viability and associated quality • Objectives should ensure the importance of integrating new development with existing development. Appropriate land use relationships need to be secured between new and existing development to ensure neighbouring land uses are compatible with each other. • Objectives are ambitious and not based upon fully researched realistic outcomes. • Objectives should focus on: <ul style="list-style-type: none"> ○ what is deliverable in next five years ○ development standards ○ phasing of land use changes with implementation of new transport links ○ relocation of existing industrial uses (including assessment of alternative locations) ○ Objectives should also focus on mixed use scheme while retaining as many existing industrial use; • Proposed objectives should: <ul style="list-style-type: none"> ○ emphasis the contribution CNFE will make to the wider regeneration and growth agenda of Cambridge ○ include the need to ensure a well-coordinated and integrated approach between CNFE and Waterbeach New Town ○ emphasis the need to maximise the potential of the railway station • Include a specific reference to residential to provide support for better balance of land uses. • Include a specific reference to mixed use development; zoning approach could work against well designed buildings. • Stronger connections required to wider area for effective integration. • Highly zoned mono use land blocks works against the objective for a well-integrated neighbourhood. • Current imbalance of land uses could increase carbon footprint, encourage unsustainable travel behaviour and add to emissions. • Further objective needed which highlights potential interface of site not only with immediate neighbourhood but also with more distant locations which can access it through sustainable travel modes. • Complex scheme higher ambitious/ coherent manner needed regarding the quality and type of employment uses proposed for the AAP area within these objectives. • When Sewage Works are removed, area needs to incorporate a new residential area with low-energy housing, community facilities, public open spaces, school and shops linked primarily with foot/cycle paths and bus/roads on the periphery. |
| Qu2 Development Objectives | <ul style="list-style-type: none"> • No excuse to move the Sewage Works • Just as important to maximise affordable housing and schools as it is to maximise employment opportunities |

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|-----------|--|
| (Comment) | <ul style="list-style-type: none"> • Consideration for a new direct route for cyclists from Abbey to the new station needed • Objective 2 - Amend to ensure the land uses are compatible with neighbouring uses. • New objective to encourage low carbon lifestyle, minimisation of waste both during construction and occupational use and address climate change issues. • New / amend objective to include the consideration for health • The CNFE plan will promote the creation of a network of green spaces and corridors, incorporating ecological mitigation and enhancement and measures to manage surface water. • Important to ensure that the current business research and development and technology function is not diluted. • Useful to identify 'character areas' to confirm the established nature of different parts of the AAP area. • Consideration needs to be given to how to integrate with the wider community given the perceived and physical barriers surrounding the CNFE. • Important to emphasise the quality of the employment opportunities, reflecting the significant training and apprenticeships opportunities that the employment use here could generate, both during construction and afterwards. • Any new local centre needs to capitalise on both local needs and those using the new station to make sure sustainable and vibrant for extended hours. This ideally means co-location of such facilities but if the planned location of the station prevents this, links between the two are considered important. • This should also mean being well-connected with existing users so for example the owners of Cambridge Business Park and St John's Innovation Centre could be encouraged to create better physical connections, particularly for pedestrian and cyclists, with the new station and the remainder of the CNFE AAP area. |
|-----------|--|

CHAPTER 4 – QUESTION 3: AAP BOUNDARY

Do you support or object to the current area identified for the AAP?

| Respondents | Support (incl. qualified) | Object | Comment |
|----------------------------|--|--------|---------|
| 26 | 17 | 6 | 3 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu3 AAP Boundary (Support) | <ul style="list-style-type: none"> • Area needs rejuvenation and should improve the North side of the City • Support CNFE area and Option B boundary extension • CNFE boundary is concurrent with the Draft Local Plans • The economic development perspective are supported | | |
| Qu3 AAP Boundary (Object) | <ul style="list-style-type: none"> • Expand eastern boundary to include current Traveller's site for new housing. • Remove sewage works from CNFE • St Johns Innovation Centre and the other business premises | | |

| | |
|----------------------------|--|
| | <p>including the Cambridge Business Park do not need redevelopment or intensification</p> <ul style="list-style-type: none"> • The St John's Innovation land should be included within the CNFE provided that there are no more onerous conditions or policies applied to the CNFE plan area • Boundary needs to include the area to the East of the railway (Fen Road) • The eastern boundary should be re-drawn to include land either side of Fen Road and up to the River Cam, with the proviso that development in that area should not compromise Green Belt principles |
| Qu3 AAP Boundary (Comment) | <ul style="list-style-type: none"> • The AAP boundary is defined in the respective draft Local Plans for Cambridge City and South Cambridgeshire and therefore in procedural terms any amendments may be problematic and should only be contemplated if there are clear and convincing merits in so doing. St John's Innovation Park should only be retained within boundary if it can be allowed to be intensified otherwise it should be excluded • Retain screening within plan and be taken into account for potential waste applications on Anglian Water site • The relationship to the Traveller and Gypsy site should be explored in order to protect the site and associated access. |

CHAPTER 4 – QUESTION 4: AAP BOUNDARY EXTENSION - OPTION A CAMBRIDGE SCIENCE PARK

Do you support or object to the extension of the CNFE AAP to include Option A - The Cambridge Science Park?

| Respondents | Support (incl. qualified) | Object | Comment |
|--|--|--------|---------|
| 27 | 12 | 9 | 6 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu4 AAP Boundary Extension Option A – Cambridge Science Park (Support) | <ul style="list-style-type: none"> • Area should be included in order to retain control over intensification • Include Cambridge Science Park in order to fully address site and station • Include Cambridge Science Park because this would provide comprehensive redevelopment principles to both sites, which are adjacent, benefit from the same transport hub, and share similar problems of access • Support for proposed boundary and Option 'A' extension to include Cambridge Science Park to ensure satisfactory transport modelling is completed. | | |
| Qu4 AAP Boundary Extension Option A – Cambridge Science Park (Object) | <ul style="list-style-type: none"> • Inclusion of the Science Park would require a dilution of the aims set out in the proposed AAP vision and objectives • Little or no direct relevance of the Science Park to the significant development opportunities that exist further to the east • Sufficient policy controls already exist for the Cambridge Science Park • Cambridge Science Park is an existing facility while CNFE is a regeneration development | | |

| | |
|--|---|
| | <ul style="list-style-type: none"> Cambridge Science Park should be treated as a separate AAP if redevelopment guidance for the park is needed. No explicit need for the Cambridge Science Park to be included in CNFE boundary Unclear why Cambridge Regional College has been included in boundary AAP not needed to drive large scale redevelopment onsite Policy E/1 of the draft South Cambridgeshire Local Plan would facilitate the redevelopment of the Cambridge Science Park Science Park already developed; option to include it is confusing and unwarranted |
| Qu4 AAP Boundary Extension Option A – Cambridge Science Park (Comment) | <ul style="list-style-type: none"> Replace buildings 2 to 24b at the Cambridge Science Park with medium density development with carbon-neutral, radical, sustainable development Unclear about the reasons for including the Cambridge Science Park other than for reasons to do with traffic entering/leaving the area. Inclusion of the Cambridge Science Park (Option A) may be beneficial in the long-term in delivering a more sustainable and well connected development and in achieving Draft Policy E/1 of the South Cambridgeshire Local Plan. However, the inclusion should be further explored regarding Local Plans development' its inclusion should not delay the proposed investment and development on the remainder of the CNFE area. |

CHAPTER 4 – QUESTION 5:

AAP BOUNDARY EXTENSION - OPTION B CHESTERTON SIDINGS TRIANGLE

Do you support or object to the extension of the CNFE AAP to include Option B - The additional triangular area south of Chesterton Sidings?

| Respondents | Support (incl. qualified) | Object | Comment |
|---|---|--------|---------|
| 27 | 25 | 0 | 2 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu5 AAP Boundary Extension Option B – Chesterton Sidings Triangle (Support) | <ul style="list-style-type: none"> This option will support Objective 6 & 8 Support the lands inclusion if it is needed to for the comprehensive development of the new station and immediate surroundings. Include if it maintains or improves access to the railway station Option enhances the green transport options for CNFE Option enhances important cycle and pedestrian links to the south Option will support improved cycle and pedestrian links and the Chisholm Trail | | |
| Qu5 AAP Boundary Extension Option B – Chesterton Sidings Triangle (Comment) | <ul style="list-style-type: none"> In the approved station plans, this area is earmarked for species-rich grassland as part of ecological mitigation Link across the railway and river very important Keen for the Chisholm Trail to progress Area should be a designated transport connection between the station, surrounding developments and the Chisholm Trail. Replacement location needed before existing site can be released | | |

CHAPTER 4 – QUESTION 6: NAMING THE DEVELOPMENT AREA

This area is planned to change significantly over coming years. What do you think would be a good new name for this part of Cambridge?

| Respondents | Support (incl. qualified) | Object | Comment |
|---|--|--------|---------|
| 17 | 3 | 0 | 14 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu6 Naming the Development Area (Comment) | <ul style="list-style-type: none"> Area name should not be decided by an individual landowner | | |
| Qu6 Proposed Railway Station Name (Other suggestions) | <ul style="list-style-type: none"> Science Park - Simple and established Cambridge North Chesterton Paradox Cambridge Science and Industry, Chesterton Northeast The area name should match the station name Science Park East Cambridge Park Cambridge Fen Innovation Gateway Cambridge Business Park Chesterton Junction | | |

CHAPTER 4 – QUESTION 7: NAMING THE PROPOSED NEW RAILWAY STATION (OPTIONS a – e)

Do you support or object to naming the proposed new railway station,?

| Respondents | Support (incl. qualified) | Object | Comment |
|---|--|--------|---------|
| Qu7a 24 | 11 | 12 | 1 |
| Qu7b 15 | 0 | 14 | 1 |
| Qu7c 30 | 24 | 2 | 4 |
| Qu7d 13 | 1 | 11 | 1 |
| Qu7e 10 | 0 | 1 | 9 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu7a Naming Option – Cambridge Science Park Station (Support) | <ul style="list-style-type: none"> It is already 'known' as that. It identifies the location of the new station The Cambridge Science Park is the best known of the groups of offices in this area and is often referred to as representing all of them World renowned centre of technological and business excellence | | |
| Qu7a Naming Option – Cambridge Science Park Station | <ul style="list-style-type: none"> Cambridge North so when Addenbrookes has a station that can be called Cambridge South Station not on Science Park; the name is misleading Station is more than just for the Science Park | | |

| | |
|---|--|
| (Object) | <ul style="list-style-type: none"> • Cambridge Science Park is 1/2mile west of the station • Object to name Chesterton Interchange Station • Naming new station after Science Park would be misleading resulting in poor legibility • Station not at the Science Park • Should not be called Cambridge Science Park • Name is misleading and confusing |
| Qu7a Naming Option – Cambridge Science Park Station (Comment) | <ul style="list-style-type: none"> • Station will benefit from name based affiliation • If option (a) emerges as a key descriptor then name should become Cambridge Science Parks in recognition of proximity of several relevant campuses. |
| Qu7b Naming Option – Chesterton Interchange Station (Object) | <ul style="list-style-type: none"> • Cambridge North so when Addenbrookes has a station that can be called Cambridge South • It is neither in Chesterton nor is it an interchange • Nobody outside Cambridge will know where it is • Gives wrong impression • Searching online, people will not realise this station in Cambridge without Cambridge at the beginning • Station is not an interchange; it is a new destination • Unimaginative • Cambridge North • Name is misleading; Station is not an interchange with other railways |
| Qu7c Naming Option – Cambridge North Station (Support) | <ul style="list-style-type: none"> • Describes what it will be • Makes sense • Cambridge North so when Addenbrookes has a station that can be called Cambridge South • Appropriate as tied to the wider geographical area that it serves is more inclusive • Name is suited giving the area a higher profile |
| Qu7c Naming Option – Cambridge North Station (Object) | <ul style="list-style-type: none"> • Unimaginative |
| Qu7c Naming Option – Cambridge North Station (Comment) | <ul style="list-style-type: none"> • Already called Cambridge Science Park and clearly identifies the location • Name must start with Cambridge to aid online searching • CNFE station should be called Cambridge Park Station & City station should be called Cambridge station to improve legibility and help tourists who visit the city • If "science park" emerges as part of this consultation as a key descriptor, we contend that it should be used in the plural - "Cambridge Science Parks" - in recognition of proximity of several relevant campuses. • Identifies in Cambridge and geographically to the north |
| Qu7d Naming Option – Cambridge Fen Station | <ul style="list-style-type: none"> • Beside Fen Road at Chesterton Fen, near Fen Ditton, and at the junction to Fen Drayton |

| | |
|--|---|
| (Support) | |
| Qu7d Naming Option – Cambridge Fen Station (Object) | <ul style="list-style-type: none"> • Misleading - Station not in the Fen • Name not representative of the location • Undermines proposed vision which is for integration into Cambridge • Won't be in Fens once built around |
| Qu7e Naming Option – Any Other Suggestions (Comment) | <ul style="list-style-type: none"> • Cambridge North • Cambridge Science Park • CNFE station should be called Cambridge Park Station & City station should be called Cambridge station to improve legibility and help tourists who visit the city • Cambridge Fen Gateway Station • Milton |

CHAPTER 6 – QUESTION 8: SITE CONTEXT AND CONSTRAINTS

Do you have any comments on the Site Context and Constraints, and what other issues and constraints should be taken into account in the preparation of the Area Action Plan?

| Respondents | Support (incl. qualified) | Object | Comment |
|--|---|--------|---------|
| 27 | 1 | 3 | 23 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu8 Site Context and Constraints (Support) | <ul style="list-style-type: none"> • Supporting focus on cycle and pedestrian infrastructure and prioritising this. Ensure area is easy and safe to get to by bike – this is crucial, if the council is to limit increased vehicular congestion. | | |
| Qu8 Site Context and Constraints (Object) | <p><i>Site Constraints</i></p> <ul style="list-style-type: none"> • These include: <ul style="list-style-type: none"> ○ Financial viability. ○ Inaccessible location ○ Anglian Water sewage works and railway sidings hampers development potential ○ Power line would need to be removed. ○ Relocation of stagecoach needed. ○ New station could increase traffic. ○ Brookgate would have to develop site in a way that would work coherently with potential future development in the area. ○ Transport links would need to be improved. • We object strongly to the siting of such a new recycling centre as shown in the four options. | | |
| Qu8 Site Context and Constraints (Comment) | <p><i>Facilities/land uses</i></p> <ul style="list-style-type: none"> • Reconsider relocation of water recycling centre • Sewage works should remain where they are • The Sewage Works should be removed to permit a greater proportion of residential development where the ground conditions permit • If the site is largely unsuitable for dwellings both in terms of costs to mitigate contamination and odour issues why would it be | | |

| | |
|--|--|
| | <p>conceivable that developments such as restaurants and cafés would be viable?</p> <ul style="list-style-type: none"> • There is the potential through the redevelopment of the site to enhance the First Public Drain, with surface water mitigation, ecological or aesthetic values using a number of possible hydrogeological improvements. • Lack of information on traffic and junction layout prevents the assessment of relative impact of options. • Household Waste Recycling Centre could be relocated; further research will be needed to explore this constraint • Need for housing uncertain on this site against competing land uses • Relocation of non-conforming uses is desirable • Open space needs careful thought • Loss or replacement of the golf driving range not adequately addressed • Protection of the waste facility is contradictory to the aim of the AAP • Unsuitable access for household recycling facility; too close to Jane Coston bridge and crosses protected verge land. <p><i>Transport</i></p> <ul style="list-style-type: none"> • Network Rail's disused private access road from Milton Road to Chesterton railway sidings running along the north side of the Business Park should be made into a public footpath and cycleway travelling to and from the new railway station. • Crown Estate should install side entrances on the North side of the Cambridge Business Park • Local parking will have an impact on local residents • How will local buses be improved • Milton Road is already at capacity. Direct access to and within the site should be prioritised for pedestrians, cyclists and users of the guided bus (to discourage use of cars). • Aggregate lorries should be restricted to the northern perimeter. • Highway capacity remains a significant constraint requiring further investigation with a mitigation strategy developed as part of any future development proposals. • Need to reflect all transport modes • Until updated evidence base including sensitivity testing and transport modelling data is available and understood, there is no benefit with developing the AAP until they are available. • CNFE should not proceed without Network Rail allowing a cycle and foot path along their land south of Cowley Road • Need to focus on cycle and pedestrian infrastructure • Good access for pedestrians and cyclists requires careful consideration <p><i>Utilities</i></p> <ul style="list-style-type: none"> • Consider safeguarding the old surface water drain under the sidings (and existing railway) straight through to Camside Farm, which could be a cheaper route for a sewage connection under the railway to Fen Road residents. • Surface water runoff should be controlled to avoid flooding |
|--|--|

| | |
|--|--|
| | <p>commercial premises and residences in Fen Road.</p> <p><i>Design</i></p> <ul style="list-style-type: none"> • Buildings on the site should be no taller than three floors. • There should be NO ugly/massive/inhuman 'statement' or 'gateway' buildings on the site. <p><i>Links with neighbouring developments</i></p> <ul style="list-style-type: none"> • Need to provide contextual strategic developments to ensure well-coordinated and integrated developments i.e. Waterbeach and associated transport links • Greater focus should be given to how the wider region (e.g. major housing development West of Cambridge) can access CNFE <p><i>Other</i></p> <ul style="list-style-type: none"> • Contamination should not be overstated and seen as a barrier to development. The current odour maps do not reflect Anglian Water's proposed WRC upgrades and should be re-visited • The issue of land ownership and a commitment of land owners to bring forward land remains a critical feature of the Plan. Whilst the presence of Anglian Water is important it is the case that development can still proceed nearby where appropriate mitigation measures are put in place. • Would the regeneration of the AAP site for residential, office and R&D purposes be the most advantageous way to provide employment opportunities on this site for those as described in paragraph 6.4 of the consultation document, adjacent "disadvantage communities"? • Need to safeguard the old surface water drain under the sidings (and existing railway) straight through to Camside Farm, a potentially cheaper route for a sewage connection under the railway to Fen Road residences. • Odour issues for WRC key • Density strategy is key and locations for this need careful thought as well. |
|--|--|

CHAPTER 7 – QUESTION 9: DEVELOPMENT PRINCIPLES

Do you support or object to the Development Principles (A to P)? Please add any comments or suggestions.

| Respondents | Support (incl. qualified) | Object | Comment |
|---|--|--------|---------|
| 25 | 12 | 6 | 7 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu9 Development Principles (Support) | <p><i>Principles</i></p> <ul style="list-style-type: none"> • Support for A, B, D, F, G, L, M, N, O & P • Support B, leisure facilities and open space. • Principals E, F and G will maximise the Employment opportunities of the area. | | |

| | |
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| | <ul style="list-style-type: none"> • Support development principle M; in particular the recognition of the importance of biodiversity features being part of a well-connected network. • Subject to highways access issues highlighted above, support these principles to maximise employment opportunities, but would like to see further emphasis on the B1(b) uses. <p><i>Objectives</i></p> <ul style="list-style-type: none"> • Amend Objective B to read "By creating a sustainable, cohesive and inclusive area by ensuring there is appropriate support, improving access to jobs, homes, open space, leisure facilities and other services within the development and to the wider community". • 2 & 3 most important • Support for the principle of locating higher density development in close proximity to the transport hubs. |
| Qu9 Development Principles (Object) | <ul style="list-style-type: none"> • Without changing Development Principles, these will be used to justify the relocation of the Sewage Works to a greenfield site. The existing Sewage Works and underground piping represents a vast investment. <p><i>Objective 1</i></p> <ul style="list-style-type: none"> • A -Current planning mustn't be overturned by commercial interests. • A - Is a piecemeal approach lacking the coherence and critical mass needed to maximise the potential the area has to contribute to the future of the City and South Cambs. • B - No to commercial/industrial as this would attract more attract traffic <p><i>Objective 2</i></p> <ul style="list-style-type: none"> • Need explicit references to: high densities given the highly sustainable location of CNFE the provision of residential use to meet the need identified in para 1.13 • C - Object to the development of R&D, industrial or commercial purposes unless these are on the perimeter of the site. • D - The guided busway route should retain wide pedestrian and cycle paths beside it, with trees and hedges to protect each from the other and to provide wind protection. Footpaths and cycle paths should be permitted the direct routes; cars should be directed via longer routes to preserve open green space. <p><i>Objective 3</i></p> <ul style="list-style-type: none"> • E - Should be a greater proportion of residential development than industrial. • G - Sewage works should be moved. • G – relocate <p><i>Objective 4</i></p> <ul style="list-style-type: none"> • H - A sustainable new community should be developed with community buildings, local shops houses and a school. <p><i>Objective 5</i></p> |

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| | <ul style="list-style-type: none"> • I - object to 'development forms' which are large, tall, ugly, conceived as a 'gateway' and poorly designed. I would require human-scale, attractive buildings which are fit for purpose with green space attractive for public use between them. • J - cyclists/pedestrians should have priority. Cars should use the periphery. <p><i>Objective 6</i></p> <ul style="list-style-type: none"> • K - Object to the 'creation of a gateway' which implies a combination of tall, overbearing buildings and draughty, overshadowed streets between them. <p><i>Other</i></p> <ul style="list-style-type: none"> • The development, by trying to satisfy development for everyone lacks focus. • There is significant economic potential to promote the wider Cambridge North area including Cambridge Northern Fringe and A10 corridor such as the Research Park and Waterbeach New Town. |
| Qu9 Development Principles (Comment) | <ul style="list-style-type: none"> • Access and traffic must be fully addressed • Refer to the Water Recycling Centre as the Sewage Works • Opportunities identified for the CNFE reflect need to maximise employment opportunities & the St. John's Innovation Park must play a role in this approach <p><i>Objective 4 (Principles C & D)</i></p> <ul style="list-style-type: none"> • C - Is too commercially focussed and could work against the need for balanced mix of uses to deliver the most sustainable place that is well integrated with adjoining communities and provides real benefit to those communities. A principle relating to the new residential community envisaged within the AAP area would provide better balance. • C - Should be strengthened to make it abundantly clear that the Council is seeking for CNFE to be delivered as a high quality, exemplar commercial-led scheme. As written the objective does not provide for this important aspiration. • C - Inadequate emphasis to the employment-led priority for the area and appears to give too much encouragement to residential uses; • D - Do not agree that this should be focused "around the transport hub" which implies the new railway station. May be appropriate for CB1 but not for CNFE • C & D - do not make any reference to residential under Objective 2. <p><i>Objective 3 (Principles E, F & G)</i></p> <ul style="list-style-type: none"> • Objective 3 shouldn't get highest priority. • Maximising employment opportunities should include existing developments and brownfield regeneration sites. • F - "Where possible" too loosely worded; Principle dependent on cost. Developers should provide the same facilities at a limited % extra cost to where they are currently, or for a limited time. Current light industrial users may not be able to afford to stay with no |

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| | <p>obvious location for them to move to.</p> <ul style="list-style-type: none"> • F - Should have a higher ambition of relocating existing businesses, particularly where they are non-conforming, as being "appropriate" and not merely as "possible". • G - Should not be automatically assumed that the strategic aggregates railhead will be required to be retained on the CNFE site in perpetuity. There may be opportunities to consider other locations whereby its presence will not detract from the quality of development that the Council should be properly seeking at CNFE. • G - Gives unqualified support for difficult uses (aggregates and waste) without recognising their potential to compromise the quality of the development achievable. <p><i>Objective 5 (Principles I & J)</i></p> <ul style="list-style-type: none"> • Reference to mixed use development should be included; zoning approach could work against well designed buildings. <p><i>Objective 6 (Principles K & L)</i></p> <ul style="list-style-type: none"> • Stronger connections required to wider area for effective integration. Highly zoned mono use land blocks works against the objective for a well-integrated neighbourhood. • K - Needs to be broadened to reflect and recognise the other transport modes and routes by which people will access the CNFE area. As written it largely assumes that the railway station and the busway alone are what makes the area a transport hub. That is short-sighted as there is other transport infrastructure such as cycle routes, roads and conventional buses that can equally provide ready access to and from CNFE. • Care needed with delivery of Principle L alongside existing and planned mineral and waste activity to avoid conflict. <p><i>Objective 7 (Principles M, N & O)</i></p> <ul style="list-style-type: none"> • Dev Principle M. Allow the strip of land beside the ditch along Cowley Road to remain a green space with a footpath along it. • As watercourses are included, we suggest a change to "...a network of green and blue spaces..." • We also suggest removing the word "attractive" as this is a very subjective idea and not relevant to benefitting biodiversity. • N - Every opportunity should be taken to make the site greener. • O – Caveat this objective by the addition of the words "where necessary". <p><i>Objective 8 (Principle P)</i></p> <ul style="list-style-type: none"> • Requires a mixed community - current imbalance of land uses will increase carbon footprint, encourage unsustainable travel behaviour and add to emissions. • Larger scale and denser development should be centrally located within the AAP area and should not be reflected by the erection of large scale buildings at the eastern edge of the wider site - i.e. where the railway station is to be situated. |
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| | <ul style="list-style-type: none"> The scale, massing and density of development should step down where the CNFE area adjoins and interacts with open countryside and could impact adversely on the setting of the City unless carefully managed and integrated. There is an obvious interface for an aggregation of larger scale buildings where the designated CNFE area meets with the existing parks in the area, such as St John's Innovation Park, the Cambridge Business Park and the Cambridge Science Park. <p><i>Other</i></p> <ul style="list-style-type: none"> Support for the addition of a new local centre within the AAP area which will meet the needs of existing and future workers and residents. Additional development principle needed to ensure essential services /infrastructure retained or provided such as Household Recycling Centre. Include "health" to address deprivation in/around Chesterton. |
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See Appendix C for summary of responses to Questions 10, 11, 12 and 13 – Development Options 1 to 4

| CHAPTER 8 – QUESTION 14: ALTERNATIVE PROPOSALS | | | |
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| Are there alternative redevelopment options you think we should have considered? For example, do you think the redevelopment options should include more residential development, and if so to what extent? | | | |
| Respondents | Support (incl. qualified) | Object | Comment |
| 34 | 3 | 1 | 30 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu14 Alternative Proposals (Support) | <ul style="list-style-type: none"> Cambridge Cycling Campaign questions the apparent mutual exclusivity between residential and employment uses within the redevelopment options. Advisable to plan for a balance between these two uses as this balance will reduce the need for travel at the development. Reducing the trips needed reduces private car use and provides increased opportunities for walking and cycling. A balance in the development's uses will also reduce the tidal nature of the trips that are generated, lessening the impact on the transport network. The car park development should not be 600 capacity (as it is proposed), but 6,000 car park. Otherwise residents of the surrounding area will be affected. | | |
| Qu14 Alternative | <ul style="list-style-type: none"> Slightly concerned about "intensive" use of land (options 3 and 4) | | |

| Proposals (Object) | |
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| Qu14 Alternative Proposals (Comment) | <ul style="list-style-type: none"> • Much more residential required; over supply of offices once CB1 is finished • New orbital bus route for Cambridge • All reliant on link roads to Fen Ditton and Wadloes Road. • The mix looks optimal • Any development of residential accommodation on this site beyond that in options 1 to 3 would be inappropriate in view of: <ul style="list-style-type: none"> ○ the odour problems; and ○ the undesirability of making the population of Cambridge even bigger than it already is. • Option 3 - the area will benefit more from strategic long term transformation. • Option 4 - unlikely to occur, so focus effort on achievable solution. Most important thing is sufficient parking and traffic measures to access train station by car. • Options 2, 3 and 4 show heavy goods vehicle access through Stagecoach site. No details on how, where and financing of a relocated bus depot. • Undertaking low and medium development can be done immediately without the need to wait for AW to relocate (something which is not viable). There is an immediate demand for B1(c), B2, B8 space within the city and without this site being developed immediately these occupiers will be forced to leave the city. Moving occupiers from Clifton Road, The Paddocks etc will also free up Brownfields sites for residential within the city. Cowley Road is the only site for them within Cambridge. • Support for Options 1 and 2 because they leave open the option of a sensible future development of the water recycling site that could (and should) include a major new green area (at least 75% of the site). • None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces. • This is a great opportunity for providing the City or Cambridge with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development. • Whichever option 1-4 is chosen, priority should be given to improving the smelliest parts of the Wastewater Treatment Plant's operation, which now seems to be the open storm tanks that smelly water goes into when it rains hard after a long dry spell. This type of weather will become more common, and there seems to be no justification for having the waste tanks open to the air. They should be covered and the air extracted should be scrubbed so that the smell is removed. • More affordable residential housing with green spaces, shops, banks, post office etc • More car parking space on the site if this project is going to reduce traffic on the M11 going south, the A14 going east and west and the A10 going north. The whole idea is to get people on to the main railway for the long journey. |

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| | <ul style="list-style-type: none"> Option 2a, an enhanced medium level of redevelopment would facilitate a significantly greater number of dwellings near the station, increased Offices/RD provision with associated increase in job creation and an increased amount of new informal open space. It would facilitate more efficient use of the land, with a balanced mix of land uses at densities which make the best use of the highly sustainable location. A hotel is proposed adjacent to the station and overall early delivery remains achievable. Need more car parking space on the site to reduce traffic on the M11 and A14, with people using the main railway for the long journey. Residential development needs careful consideration given the Water Recycling Centre (Options 1-3), strategic aggregates railheads (Options 1-4) and waste uses (Options 1-4). These facilities and proposed waste management uses, have consultation / safeguarding areas designated by adopted Cambridgeshire and Peterborough Minerals and Waste Plan. These Areas seek to prevent essential existing / planned facilities being prejudiced. If residential development is proposed it should be located away from these uses, and demonstrate that existing and allocated waste management / aggregate facilities will not be prejudiced. |
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CHAPTER 9 – QUESTION 15: PLACE AND BUILDING DESIGN

Do you support or object to the proposed approach for place and building design, and why?

| Respondents | Support (incl. qualified) | Object | Comment |
|--|---|--------|---------|
| 12 | 8 | 2 | 2 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu15 Place and building design (Support) | <ul style="list-style-type: none"> Broad support for proposed place and building design approach in principle Support for a high density approach, in particular around transport interchanges | | |
| Qu15 Place and building design (Object) | <ul style="list-style-type: none"> Not appropriate to set design standards before setting quantum and types of development. No clear explanation of what the proposed approach means. | | |
| Qu15 Place and building design (Comment) | <ul style="list-style-type: none"> Design objectives should be similar to those at North West Cambridge site Bespoke design approach is needed to respond to site significance and context Consideration needed for the use and site context when setting out the requirements for place and building design especially for waste uses, e.g. adjacent to the A14 with existing screening and surrounding uses. Concerned that agreeing a detailed design strategy is not deliverable due to the number of different landowners. Set a detailed design strategy for CB4 site which can then inform future CNFE area phases. High density development requires accompanying sufficient open space, with careful design to break-up massing of tall buildings close to the road | | |

CHAPTER 9 – QUESTION 16: DENSITIES

Do you support or object to the proposed approach on densities, and why?

| Respondents | Support (incl. qualified) | Object | Comment |
|--------------------------|---|--------|---------|
| 19 | 10 | 5 | 4 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu16 Densities (Support) | <ul style="list-style-type: none"> • Support from most respondents for the proposed approach • Exploit footprint capabilities through height • Support higher density approach, providing more housing and employment. • Support a design-led approach reflecting the different land uses and viabilities within the CNFE, matching recent approach at Cambridge Science Park. • Support for a bespoke approach reflecting site context. | | |
| Qu16 Densities (Object) | <ul style="list-style-type: none"> • Proposed approach is too vague. • Not appropriate to set design standards before setting quantum and types of development. • Object to assertion that greatest density should be focused on new railway station interchange, as it is peripheral to the site and is on the edge of Cambridge, unlike the CB1 area developments around Cambridge rail station. • Highest density should be at centre of CNFE area where buildings would be juxtaposed with pre-existing large-scale commercial buildings. | | |
| Qu16 Densities (Comment) | <ul style="list-style-type: none"> • Developments around Cambridge Station are too high to be used at CNFE. • Density should reflect general low density across Cambridge • Object to tall buildings, including proposal for a multi-storey car park • Alternative proposals including specific densities were provided. • Support from an economic development perspective • Considerations to be weighed against benefits of higher densities: • Access and impact on existing uses and the existing townscape • Effect on traffic. • Reflect edge of city location • Allow for open space, cycle and pedestrian routes | | |

CHAPTER 10 – QUESTION 17: TALL BUILDINGS AND SKYLINE

Do you support or object to the proposed approach on tall buildings and skyline, and why?

| Respondents | Support (incl. qualified) | Object | Comment |
|-------------|---------------------------|--------|---------|
|-------------|---------------------------|--------|---------|

| 19 | 6 | 3 | 10 |
|---|--|---|----|
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu17 Tall buildings and skyline (support) | <ul style="list-style-type: none"> • Support for the proposed approach to tall buildings and protection of the skyline. • Support for further tall buildings policies specific to the AAP, including wording to require that existing form is taken into consideration. • Support for the principles described in Cambridge Local Plan 2014 Proposed Submission which recognise that outside the centre, buildings in Cambridge are mainly 2-3 residential storeys high. | | |
| Qu17 Tall buildings and skyline (object) | <ul style="list-style-type: none"> • Support for using the Local Plan policy as a baseline for the development of more specific AAP specific policies. • Not appropriate to set design standards before understanding the types and quantum of development. • Consideration of tall building heights should be part of a site specific master-planning exercise, taking into account relevant considerations. • Objection to any buildings over 4 storeys (16m) high. • Be innovative; don't be constrained by policy | | |
| Qu17 Tall buildings and skyline (comment) | <ul style="list-style-type: none"> • Support for taller buildings which make more efficient use of land, and add a dramatic aspect to development. • Agree in principle for skyline to be dealt with in line with eventual Local Plan policy, but currently seeking amendments to policy in submission Local Plan so premature to agree at this stage with this question. • The context provided by neighbouring buildings should be the key criteria for assessing the acceptability of building heights in the area. • Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional / unnecessary screening and landscaping. • Support from an economic development perspective. • The acceptability of building heights in the St John's Innovation Park area, were the principle of plot densification to be accepted, should be assessed within the context of surrounding uses and buildings. • Support for higher density in this area. • Support for the addition of buildings over six storeys. • Objection to any buildings higher than six storeys. • Propose buildings of up to 25 storeys if the maximum level of redevelopment were to be selected. • No clear explanation of what the proposed approach means. | | |

CHAPTER 9 – QUESTION 18 (a-d)

BUILDINGS HEIGHTS

Do you support or object to the proposed Options on building heights, and why?

| Respondents | Support (incl. qualified) | Object | Comment |
|-------------|---------------------------|--------|---------|
|-------------|---------------------------|--------|---------|

| 18a | 17 | 6 | 10 | 1 |
|--|---|---|----|----|
| 18b | 18 | 5 | 11 | 2 |
| 18c | 18 | 8 | 9 | 1 |
| 18d | 12 | 0 | 1 | 11 |
| Question | Key Issues from CNFE Issues and Options consultation | | | |
| Qu18a Building Heights (support) | <p>Support for this approach for the following reasons:</p> <ul style="list-style-type: none"> • In order not to damage the general feel of the area, and prevent a “large city” feel. • New buildings of a similar height to those on the existing Cambridge Business Park would not be likely to adversely impact on the setting of nearby heritage assets. • Tall developments like those at CB1 dwarf existing development, and would not be appropriate at the edge of the city. Smaller, “human-sized” buildings would be more appropriate. • Support for this approach, provided that tall building policy wording states that existing building form should be taken into consideration. | | | |
| Qu18a Building Heights (object) | <p>Limitation of development to four floors is not desirable because:</p> <ul style="list-style-type: none"> • 4 storeys is a waste of land. • It would prevent a density of development in keeping with the sustainable location. • It would prevent the creation of landmark buildings on this site. • This option does not maximise the redevelopment opportunity. • Taller buildings would make more efficient use of the land, and would add a dramatic feature to the landscape. • With fens to the north, taller buildings would not affect the view of Cambridge. • This level of development will not maximise the use of the land, or allow for the creation of a sustainable and successful urban community. • There are no views to protect, therefore building heights should be unrestricted, with developers allowed to build as tall as possible, subject to design considerations. • Support for the principles described in Cambridge Local Plan 2014 Proposed Submission which recognise that outside the centre, buildings in Cambridge are mainly 2-3 residential storeys high. | | | |
| Qu18a Building Heights (comment) | <ul style="list-style-type: none"> • Building heights up to 16m may be acceptable and compatible with the safe operation of the airport. • Matching the site with its surroundings is key to protecting the landscape and the feel of the area. • Buildings of 4 storeys may not be economic for developers. • Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional / unnecessary screening and landscaping. • Support an approach which continues the scale and form of development of the Cambridge Business Park perhaps allowing the opportunity to create a single taller landmark building around the new | | | |

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| | station. |
| Qu18b Building Heights (support) | <ul style="list-style-type: none"> • Limiting building heights to 4 storeys is a waste of land. • There are no views to protect, therefore building heights should be allowed to be unrestricted, with developers allowed to build as tall as possible, subject to design considerations. • This option would be less intrusive than option c. • This option provides a balance between impacts on community and traffic, and developer profit. • Support for this approach, which permits higher densities of development appropriate for this sustainable location. • This option permits the articulation of nodal points, vistas and landmark buildings to aid legibility and orientation. • Development of up to six storeys would enable employment objectives of maximising opportunities. • This option would create more flexibility in the delivery of the site. • Building heights should respond to site context - there is a need to exploit the limited resources of remaining land available in Cambridge to meet the needs of an expanding population. • Option B or C would be acceptable, and would optimise density across the site. |
| Qu18b Building Heights (object) | <ul style="list-style-type: none"> • Allowing six storey buildings would damage the feel of the area. • Since the new station is in the south east corner of the site, tall buildings in this area would adversely impact on the character and appearance of the Cambridge central conservation area and Fen Ditton conservation area, and the settings of listed buildings in both conservation areas. • Option B (heights up to 24m) has potential to cause conflicts with safe airport and aircraft operations. • This option does not maximise the redevelopment opportunity. • One or two well designed tall buildings may be acceptable. A large number of poorly designed tall buildings would adversely affect the character of the city. • Taller buildings would make more efficient use of the land, and would add a dramatic feature to the landscape. • With fens to the north, taller buildings would not affect the view of Cambridge. • This level of development will not maximise the use of the land, or allow for the creation of a sustainable and successful urban community. • This option would destroy the feeling in this part of the city. |
| Qu18b Building Heights (comment) | <ul style="list-style-type: none"> • It would have been helpful to have seen an evidence base showing the effect that various heights of buildings would have on heritage assets near to the site. • Request that the Councils engage early with Cambridge Airport to ensure that any building heights are compatible with airport operations. • It is not appropriate to try and set design standards, including building heights and densities, before understanding the types and quantum of development that would be required to make the site deliverable / viable. |

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| | <ul style="list-style-type: none"> • Consideration of tall building heights should be part of a site specific master-planning exercise, taking into account relevant considerations. • Any proposals will need to take into account the restrictions placed upon development by the Safeguarding Zone for Cambridge Airport, which includes height of buildings. In addition to this consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional / unnecessary screening and landscaping. |
| Qu18c Building Heights (support) | <ul style="list-style-type: none"> • Support for this approach- build as high as possible in this well connected area. • Support for innovative approaches. • Support for this option, given the sustainable location, relative distance from the historic core of the city, and proximity to the A14. • This option provides the potential to maximise the opportunities making best use of the site's location. • Support – it's important to maximise the commercial value of this development; there is no immediate historic skyline which needs protecting. • Taller buildings would make more efficient use of the land, and would add a dramatic feature to the landscape. • With fens to the north, taller buildings would not affect the view of Cambridge. • Allowing taller high quality development here will enable the creation of a modern vibrant city quarter, and will contribute to the financial viability of development options 3 and 4. Higher viability is essential to achieving high quality master-planning and community benefits gained through development levies. • Taller development here will enhance the environmental quality of the area, including existing surrounding neighbourhoods. • Option B or C would be acceptable, and would optimise density across the site. |
| Qu18c Building Heights (object) | <ul style="list-style-type: none"> • Removing restrictions on building heights could potentially result in a loss of the character of the area. • Without a robust evidence base demonstrating the impact of buildings of varying heights, we cannot support option c. • This would presumably result in very tall buildings being built, which is not supported. • Removing restrictions on building heights could potentially result in a loss of the character of the area. • Taller buildings round the station will reduce sunlight for buildings to the south and west. • Option B (heights up to 24m) has potential to cause conflicts with safe airport and aircraft operations. • Not appropriate to set design standards before setting quantum and types of development. • Draft LP 2014 policies should form the baseline for development of AAP specific policies. • Consideration of tall building heights should be part of a site specific master-planning exercise, taking into account relevant considerations. • Object – Cambridgeshire is not an industrial area, and Cambridge itself is not urbanised enough to justify tall buildings. Allowing tall |

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| | buildings here would adversely impact on the local character and landscape. |
| Qu18c Building Heights (comment) | <ul style="list-style-type: none"> • Request that the Councils engage early with Cambridge Airport to ensure that any building heights are compatible with airport operations. • Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional / unnecessary screening and landscaping |
| Qu18d Building Heights (object) | <ul style="list-style-type: none"> • These comments are provided on behalf of Marshall Group, which includes Cambridge International Airport. Expect building heights in Option A (heights up to 16m) may be acceptable, but Options B (heights up to 24m) and C (including “significantly taller forms of development”) in particular have potential to cause conflicts with safe airport and aircraft operations. |
| Qu18d Building Heights (comment) | <ul style="list-style-type: none"> • Support for this approach- build as high as possible in this well connected area. • Any building proposals above 15m high require consultation with Cambridge Airport. • Building heights up to 16m may be acceptable and compatible with the safe operation of the airport. • Request that the Councils engage early with Cambridge Airport to ensure that any building heights are compatible with airport operations. • The physical context of the site provides opportunities to explore heights and densities inappropriate in other parts of Cambridge. • The AAP requires a masterplan that should inform building heights. • Any proposals will need to take into account the requirements placed upon development by the Safeguarding Zone for Cambridge Airport (referral for 15m and above in this area). In addition to this consideration needs to be given to the views from taller buildings across existing and proposed mineral and waste development to avoid the need for additional / unnecessary screening and landscaping. • Consideration of tall building heights should be part of a site specific master-planning exercise, taking into account relevant considerations. • Support for a flexible approach, aligning with the AAP’s promotion of quality design and placemaking. • There is scope for different heights and densities on different parts of the CNFE site. • Object to assertion that density should be focused on new railway station interchange, as it is peripheral to the site, and is on the edge of Cambridge, unlike the CB1 area. • Allowing taller high quality development here will enable the creation of a modern vibrant city quarter, and will contribute to the financial viability of development options 3 and 4. Higher viability is essential to achieving high quality master-planning and community benefits gained through development levies. • Taller development here will enhance the environmental quality of the |

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| | <p>area, including existing surrounding neighbourhoods.</p> <ul style="list-style-type: none"> • It would have been helpful to have seen an evidence base showing the effect that various heights of buildings would have on heritage assets near to the site. • It is not appropriate to try and set design standards, including building heights and densities, before understanding the types and quantum of development that would be required to make the site deliverable / viable. |
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CHAPTER 9 – QUESTION 19:

BALANCED AND INTEGRATED COMMUNITIES – EFFECTIVE INTEGRATION WITH THE WIDER AREA

Do you support or object to the proposed approach and measures to integrate the area with the surrounding communities, and why?

| Respondents | Support (incl. qualified) | Object | Comment |
|---|---|--------|---------|
| 22 | 19 | 1 | 2 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu19 Balanced and integrated communities – Effective Integration with the Wider Area (support) | <ul style="list-style-type: none"> • General support for the proposals. • Include as many entrances as possible, including two new entrances to the Business Park, a pedestrianized boulevard on Cowley Road and links to a new area south of the railway line. Fen Road should have improved access as part of Fen Meadows scheme. • Let's not create an island. • This is especially important with regard to transport links; surrounding areas should not be negatively affected by increases in vehicular traffic. • Linking between new and existing infrastructure must be well thought out, with a focus on encouraging sustainable modes of transport, and should be in place by the time work begins on site. • The site has the potential to become a distinct quarter in its own right, but needs integrating with the wider urban fabric. • Benefits from the development of this site, such as access to public transport, new amenity space, retail and local services/facilities should be available for the wider community. • When looking to integrate the area with surrounding communities, the integration of existing uses should also be considered, which includes minerals and waste uses. • Add/amend text to bullets as below <ul style="list-style-type: none"> ○ Access to appropriate support to ensure the development of cohesive community ○ Informal and formal social spaces that support the needs of workers and residents. • The proposals on integration with the wider community are supported in order to build a successful, healthy and vibrant community. • Proposals must take account of existing development and not dominate it, including being appropriate in scale. • This policy needs enhancing to more effectively integrate the area with surrounding communities, and to respond to existing needs, | | |

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| | <p>aiding integration.</p> <ul style="list-style-type: none"> • Active and public travel must be prioritised to avoid increasing motor traffic on the road network. • Walking/cycling connections into the area must be of highest quality; shared use facilities are not supported. Protected, direct and efficient crossings for bike and foot must be provided at off-site junctions. • Integration with the surrounding area is important to delivering a successful new city quarter here. |
| Qu19 Balanced and integrated communities – Effective Integration with the Wider Area (object) | <ul style="list-style-type: none"> • The surrounding community, identified as one of the most disadvantaged in the city, would best be integrated into the site by an increase in lower-skilled employment and apprenticeship opportunities. |
| Qu19 Balanced and integrated communities – Effective Integration with the Wider Area (comment) | <ul style="list-style-type: none"> • There is a need to balance the desire to integrate new development with the wider city, with the need to minimise negative impacts on existing residents/occupiers. • A number of sites within the AAP area contain commercial premises which cannot be accessible to the public. • One of the key objectives of the proposals should be to break down the bounded nature of the site. It would have been useful to illustrate in detail, and give more importance to, any options that have been explored for the following, in terms of vehicular, pedestrian and cycle routes: improvements to the section of Milton Road adjacent to the site; improvements to, or new, connections into Milton from the site; potential connections over the river, railway, and/or guided busway and cycle path to the south. If including these has been explored and dismissed, knowing the reasons would be useful. • It should be made clear that the “wider communities” are not limited to those adjacent to the site. It should be an objective to make the site accessible to those arriving from some distance, whether by road, rail or public transport. • References should be included regarding connecting CNFE with planned new communities, most significantly Waterbeach new town. |

CHAPTER 9 – QUESTION 20: NEW EMPLOYMENT USES

Do you support or object to the proposed approach for employment uses, and why?

| Respondents | Support (incl. qualified) | Object | Comment |
|-------------|--|--------|---------|
| 20 | 12 | 2 | 6 |
| Question | Key Issues from CNFE Issues and Options consultation | | |

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| Qu20 New employment uses (support) | <ul style="list-style-type: none"> • Support for this approach. • Support employment development building on Cambridge's existing strengths. • This approach fulfils the need to integrate with the wider area. • There should not be heavy industry in this area. • Provides a range of options supporting the Cambridge economy. • Support for specific policies relating to employment uses. • The area is suitable for supporting the identified sectors, especially technology and R&D, given the juxtaposition with the Science Park and evidence of existing demand. • Support the intention to provide a range of unit types and sizes, hybrid buildings and laboratory space • The potential of the CNFE to support the cluster of high technology and R&D development is noted. However, it is also one of the very few locations in the Cambridge area which accommodates B2, B8 and sui generis uses which support and provide essential infrastructure for the Cambridge area. This role is reflected in the Options and should not be diminished. |
| Qu20 New employment uses (object) | <ul style="list-style-type: none"> • In opposition to paragraph 9.15, which states that some of the office development could take place after 2031, we contend that at current take up rates, Cambridge will run out of R&D land in the next five years. The plan needs to demonstrate that it can bring forward land rapidly to meet requirements for a full range of R&D uses in the short and longer term. • The R&D sector is diverse and location sensitive. Is it clearly understood if the identified high value employment uses will want to locate to a mixed use site close to waste and industrial uses, close to some other uses in the sector but geographically divorced from others? • The employment uses listed include office and R&D but it is unclear whether market research has been completed to support the sectors listed. • Support for a mixed development with employment and substantial residential provision. • Too much emphasis on employment uses, and in particular B2 and B8 uses in development options 3 and 4. |
| Qu20 New employment uses (comment) | <ul style="list-style-type: none"> • If the sewage works remain in place then employment should be office led. If the sewage works move there may be opportunity to include manufacturing employment. • CNFE is in an accessible location for employment uses, which should be encouraged, although not at the expense of residential development. • A combination of commercial (offices and R&D uses) and residential should be provided in the CNFE area, with the mix being informed by market conditions and successful place-making. • Encouraging a variety of employment space, together with the need for new office and commercial laboratory floorspace are component parts of delivering new employment on new areas of land, as well as consolidating existing employment areas at Cambridge Business Park and St John's Innovation Park. • Employment uses should also include pure offices as well as hybrid buildings and buildings aimed at particular sectors or technologies. |

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| | <ul style="list-style-type: none"> Flexibility in responding to the market and economy will be a key consideration. There needs to be greater reference to middle level jobs not just a focus on high skill jobs as it currently reads. This proposed policy seems to focus on high skills jobs, which as of 2013, made up 70% of the jobs in Cambridge - more focus should be made to the middle level jobs which are desperately needed in Cambridge so people can get out of low skill low paid employment. As it stands this policy does not support the development principle as detailed in chapter 7: <i>'Deliver additional flexible employment space to cater for a range of business types and sizes, and supporting a wide range of jobs for local income, skills and age groups'</i> |
|--|--|

CHAPTER 9 – QUESTION 21: SHARED SOCIAL SPACE

Do you support or object to the proposed approach on shared social space, and why?

| Respondents | Support (incl. qualified) | Object | Comment |
|------------------------------------|--|--------|---------|
| 16 | 13 | 2 | 1 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu21 Shared Social Space (support) | <ul style="list-style-type: none"> General support for the proposed approach. Appropriate for the area, anything more would impact significantly on the neighbourhood. Particular support for green spaces. Support for a local centre to serve CNFE businesses and residents, which should be of a size to provide a range of services and facilities. This would increase the sustainability of CNFE, reducing the need to travel out of the area for such facilities, while fostering a new mixed-use neighbourhood. Support but the viability of such leisure/social facilities may depend on which option/mix of options is selected and the pace of re-development. The concept of shared space is to be encouraged. The new community including businesses should be consulted on what type of shared space they would like. Will provide valuable on-site facilities. Support to enable collaboration between tenants, and providing a complementary eating/drinking hub for workers, which is not currently available. Given the potential extent of the AAP area, the focus should be on a well located local centre, but more localised provision may be needed too. | | |
| Qu21 Shared Social Space (object) | <ul style="list-style-type: none"> This should be a destination for the city and wider region, rather than just for workers on site. The area could include facilities such as an ice rink, concert venue and cinema. Shared social spaces contribute to open innovation, which has been a key attraction of Cambridge to R&D intensive businesses over the past 10 years. It is highly questionable if an atmosphere of social interaction and open innovation could be fostered at a site which is | | |

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| | heavily constrained through noise, odour, insects, vibration and HGV traffic. |
| Qu21 Shared Social Space (comment) | <ul style="list-style-type: none"> Greater potential could be created by increasing residential provision here. The proposed approach focuses on 'the needs of workers in the area', and does not recognise that shops and facilities could play an important role in serving a new residential community. |

CHAPTER 9 – QUESTION 22 (a-c):

CHANGE OF USE FROM OFFICE TO RESIDENTIAL OR OTHER USES

Do you support or object to the proposed Options on change of use from office to residential or other purposes, and why?

| Respondents | | Support (incl. qualified) | Object | Comment |
|---|--|---------------------------|--------|---------|
| 22a | 13 | 6 | 3 | 4 |
| 22b | 17 | 8 | 6 | 3 |
| 22c | 5 | 0 | 0 | 5 |
| Question | Key Issues from CNFE Issues and Options consultation | | | |
| Qu22a Change of use from office to residential or other uses (support) | <ul style="list-style-type: none"> Support for the proposed option A. It would be counter-productive to introduce restraints which would result in a loss of flexibility at this stage. Commercial buildings will be constructed for commercial use with an inherently long lifespan for such a use. Alternative uses will not therefore be forthcoming and additional policy restraint is not necessary. The market will determine what is appropriate over time. It seems unlikely that there will be any great pressure to achieve non-commercial uses at CNFE. There is currently a great deal of demand for employment uses and related business uses and further control is not necessary at this stage. | | | |
| Qu22a Change of use from office to residential or other uses (object) | <ul style="list-style-type: none"> When an area has been planned at AAP level with facilities to support certain planned uses, increasing residential uses at a later stage when there is no space for required facilities, such as extra green space or school places, results in substandard development. The AAP is intended to become an employment hub. This option would allow piecemeal housing, leading to isolated areas of housing not compatible with employment uses. The presence of significant constraints to residential development (primarily existing odour levels) and the objective of maximising employment development, means that it would be highly desirable for increased protective measures to prevent permitted change of use from office to residential or other uses. | | | |
| Qu22a Change of use from office to residential or other uses (comment) | <ul style="list-style-type: none"> Change of use from employment to residential use in a mixed use area could potentially give rise to issues if the property to be changed is in an area where amenity issues may subsequently arise. Removal of prior notification rights is therefore supported. The employment land should be protected as employment uses. There can be conflicts with some business uses and residential and therefore the master plan will have considered this, allowing change of use may have the effect of pepper potting residential dwellings | | | |

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| | <p>within established employment areas potentially leading to social isolation.</p> |
| <p>Qu22b Change of use from office to residential or other uses (support)</p> | <ul style="list-style-type: none"> • Employment must be coordinated with residential development. • We need a mix of residential and employment opportunities. • When an area has been planned at AAP level with facilities to support certain planned uses, increasing residential uses at a later stage when there is no space for required facilities, such as extra green space or school places, results in substandard development. • Change of use from employment to residential use in a mixed use area could potentially give rise to issues if the property to be changed is in an area where amenity issues may subsequently arise. Removal of prior notification rights is therefore supported. • Support in order to protect new employment development from conversion to residential. • It is appropriate to prevent piecemeal housing in inappropriate locations. • The site should be business/commercial/hi-tech. • Flexibility to allow change of use to residential without planning permission was introduced to bring redundant commercial property back into beneficial use. Given the demand in Cambridge and that demand will be met by property designed to meet current tenant expectations, this will not apply on CNFE and so there should be a policy to protect new employment development (at least for a reasonable time period). • The presence of significant constraints to residential development (primarily existing odour levels) and the objective of maximising employment development, means that it would be highly desirable for increased protective measures to prevent permitted change of use from office to residential or other uses. |
| <p>Qu22b Change of use from office to residential or other uses (object)</p> | <ul style="list-style-type: none"> • Objections to option B. • If there is greater need for residential space than for office/laboratory space, that is what should happen, particularly because more employment space will only create the need for more residential space. • It would be counter-productive to introduce restraints which would result in a loss of flexibility at this stage. Commercial buildings will be constructed for commercial use with an inherently long lifespan for such a use. Alternative uses will not therefore be forthcoming and additional policy restraint is not necessary. • It is not strictly necessary to serve an Article 4 direction. |
| <p>Qu22c Change of use from office to residential or other uses (comment)</p> | <ul style="list-style-type: none"> • New employment floor-space is unlikely to be affected by Permitted Development rights in any case. |

**CHAPTER 9 – QUESTION 23 (a-c):
CAMBRIDGE SCIENCE PARK**

Do you support or object to the proposed Options for Cambridge Science Park, and why?

| Respondents | | Support (incl. qualified) | Object | Comment |
|---|----|---|--------|---------|
| 23a | 12 | 6 | 4 | 2 |
| 23b | 14 | 9 | 5 | 0 |
| 23c | 8 | 0 | 0 | 8 |
| Question | | Key Issues from CNFE Issues and Options consultation | | |
| Qu23a Cambridge Science Park (support) | | <ul style="list-style-type: none"> Support option A. Proposed Submission Local Plan Policy E/1 provides sufficient support for employment development in key sectors. Further policy guidance risks complicating proceedings for developers, potentially hindering the continued successful development of the Science Park. Cambridge Science Park has adequate policy direction and protection through the Draft Local Plans. Including the Science Park within the AAP would risk delaying decision making over development there. To include the Cambridge Science Park within the boundary of the AAP risks that the AAP area will be seen as a success delivering increased employment floor-space by virtue of the Science Park's altering state; development which would happen regardless of the AAP being in place or not. There is no reason to add an unnecessary layer of policy for further development at the CSP; this would not be in conformity to the NPPF. The plan should not interfere with something that is already very successful. Demand and commercial opportunity will drive intensification proposals, and additional policy guidance for the Science Park is not necessary in the AAP. | | |
| Qu23a Cambridge Science Park (object) | | <ul style="list-style-type: none"> The AAP and Science Park areas should be considered together. Applying policy guidance ensures a cohesive approach over both sites, which are linked in employment use. One site may provide expansion opportunity for businesses on other, and should not have added restrictions/leniency. | | |
| Qu23a Cambridge Science Park (comment) | | <ul style="list-style-type: none"> The issues related to the Science Park are not unique and there is no requirement for additional policy guidance for Cambridge Science Park. Site specific policies may be required to control the type and quality of development on opportunity sites within the AAP area. | | |
| Qu23b Cambridge Science Park (support) | | <ul style="list-style-type: none"> Integrate Cambridge Science Park with the wider economic area. The Science Park is to be redeveloped and the whole area should be considered together. Cambridge Science Park is part of CNFE and should be considered as part of a combined area. The Science Park has significant potential for future enhancement and connections with the rest of the area and the wider surroundings. To exclude it risks stagnation and uncoordinated future development in the Science Park that could conflict with the CNFE area. | | |

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| | <ul style="list-style-type: none"> Support in order to protect the Cambridge Science Park from possible conversions and retain its essential character and attractiveness. |
| Qu23b Cambridge Science Park (object) | <ul style="list-style-type: none"> Proposed Submission Local Plan Policy E/1 provides sufficient support for employment development in key sectors. Further policy guidance would risk complicating proceedings for developers, potentially hindering the continued successful development of the Science Park. The intensification of uses within the science park is a current and ongoing dynamic; the need to provide guidance is now. To delay providing guidance by placing it within this AAP would be too late. The Council should seek to address these issues through the Draft Local Plan which could be complemented by Supplementary Planning Guidance, if it is considered necessary at all. Cambridge Science Park (CSP) as an existing entity is very different to a regeneration development. It is not appropriate to apply bespoke CNFE policies as blanket policies to a wider area. The plan should not interfere with something that is already very successful. It is not necessary to include the Cambridge Science Park in the AAP. In light of this, there is no reason why there should be a policy approach for the Science Park. Cambridge Science Park does not have the same regeneration needs as the CNFE area and is an employment area only, rather than a mixed use neighbourhood as identified in the proposed CNFE vision. It is not appropriate to share policies between the CNFE area and the Science Park; South Cambridgeshire Local Plan Policy E/1 already provides clear guidance for the development of the Science Park. |
| Qu23c Cambridge Science Park (comment) | <ul style="list-style-type: none"> The environment of the Science Park's early phases with its now-mature trees should be treated carefully, so as not to lose the 'Park' concept. The inclusion of the Science Park could facilitate a more coordinated approach to the use of Section 106 and CIL funding across the area. If the Science Park is included within the AAP then Option B would be preferred to allow for the intensification of technology and R&D uses. Inclusion within the AAP area could also help facilitate improvements to the pedestrian environment and connections from existing employment sites to the new railway station. However, the AAP should be responsive to evidence on market demand and viability to provide flexibility to cope with future economic changes. The Science Park should be independent. |

CHAPTER 9 – QUESTION 24 (a-d):

CHANGE OF USE FROM INDUSTRIAL TO OTHER PURPOSES AT NUFFIELD ROAD

Do you support or object to the proposed Options on change of use from industrial to other purposes at Nuffield Road, and why?

| Respondents | | Support (incl. qualified) | Object | Comment |
|-------------|----|---------------------------|--------|---------|
| 24a | 12 | 4 | 6 | 2 |
| 24b | 10 | 2 | 6 | 2 |

| 24c | 12 | 7 | 4 | 1 |
|---|--|---|---|---|
| 24d | 9 | 0 | 0 | 9 |
| Question | Key Issues from CNFE Issues and Options consultation | | | |
| Qu24a Change of Use from Industrial to other purposes at Nuffield Road (support) | <ul style="list-style-type: none"> • Support for this option. • Support for this option if there was access from Milton Road. • Industrial land uses are important to the City functionality, and there are no clear agreements to demonstrate that their relocation to within a short distance can be achieved. • The access issues are clearly of concern to local residents and any improvement in this would be welcomed. It is challenging however, given the varied ownership and legal interests on these industrial estates. It seems that either a wholesale change to residential is required or the status quo. | | | |
| Qu24a Change of Use from Industrial to other purposes at Nuffield Road (object) | <ul style="list-style-type: none"> • Given a choice between residential accommodation and more employment, the preference should be for residential accommodation, as more employment just boosts the need for more housing even further. • This site is suitable for residential, accessed from Green End Road. | | | |
| Qu24a Change of Use from Industrial to other purposes at Nuffield Road (comment) | <ul style="list-style-type: none"> • As explained in response to Q.11, Anglian Water would not support sensitive development within the 1.5 odour contour line. The introduction of residential uses within the 1.5 odour contour line has a high risk of loss of amenity which may also impact on Anglian Water's ability to operate. Other potentially sensitive development such as the local centre and office uses should also be considered against this risk. | | | |
| Qu24b Change of Use from Industrial to other purposes at Nuffield Road (support) | <ul style="list-style-type: none"> • It would make for better zoning. | | | |
| Qu24b Change of Use from Industrial to other purposes at Nuffield Road (object) | <ul style="list-style-type: none"> • This site is suitable for residential, accessed from Green End Road. • Industrial land uses are important to the City functionality, and there are no clear agreements to demonstrate that their relocation to within a short distance can be achieved. | | | |
| Qu24b Change of Use from Industrial to other purposes at | <ul style="list-style-type: none"> • As explained in response to Q.11, Anglian Water would not support sensitive development within the 1.5 odour contour line. The introduction of residential uses within the 1.5 odour contour line has a high risk of loss of amenity which may also impact on Anglian Water's ability to operate. Other potentially sensitive development such as the local centre and office uses should also be considered against this | | | |

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| Nuffield Road (comment) | risk. |
| Qu24c Change of Use from Industrial to other purposes at Nuffield Road (support) | <ul style="list-style-type: none"> Cambridge needs accommodation, especially for key workers, but with access to the accommodation directly from Milton Road. This will reduce traffic in Green End Road and Nuffield Road. This is a good location for residential accommodation. This site is suitable for residential, accessed from Green End Road. Residential development here would be good environmentally. Support this option in order to provide a better environment for residents in the Nuffield road area. |
| Qu24c Change of Use from Industrial to other purposes at Nuffield Road (object) | <ul style="list-style-type: none"> Industrial land uses are important to the City functionality, and there are no clear agreements to demonstrate that their relocation to within a short distance can be achieved. Option B would result in better zoning. |
| Qu24c Change of Use from Industrial to other purposes at Nuffield Road (comment) | <ul style="list-style-type: none"> As explained in response to Q.11, Anglian Water would not support sensitive development within the 1.5 odour contour line. The introduction of residential uses within the 1.5 odour contour line has a high risk of loss of amenity which may also impact on Anglian Water's ability to operate. Other potentially sensitive development such as the local centre and office uses should also be considered against this risk. |
| Qu24d Change of Use from Industrial to other purposes at Nuffield Road (comment) | <ul style="list-style-type: none"> Need to consider the impact of additional traffic as part of this development. Additional housing should be well back from the road and provided with adequate parking facilities and green spaces. Potential for relocation of uses beyond the AAP boundary should also be considered as this creates a greater opportunity for the area. A flexible mix may be most appropriate to allow the market to respond but avoid the redevelopment of the site for 100% residential given the opportunity of this site to attract employment generating uses in this location. The site adjoins the proposed guided busway route and has good accessibility on foot to the new station, therefore it would be logical to locate more intensive employment uses on the site. |

CHAPTER 9 – QUESTION 25:

BALANCED AND INTEGRATED COMMUNITIES - WIDER EMPLOYMENT BENEFITS

Do you support or object to the proposed approach on wider employment benefits, and why? Please add any other suggestions you have for policies and proposals that could be promoted through the AAP to support local jobs for local people and reduce barriers to employment in the wider area.

| Respondents | Support (incl. qualified) | Object | Comment |
|-------------|---------------------------|--------|---------|
| 12 | 9 | 2 | 1 |

| Question | Key Issues from CNFE Issues and Options consultation |
|---|---|
| Qu25 Balanced and Integrated Communities - Wider Employment Benefits (support) | <ul style="list-style-type: none"> • It is common sense. • Could help be given to employers to aid the setting up of apprenticeships? • Support – and offer apprenticeships. • The policy aims are not consistent with the overall vision of the use classes which will dominate the AAP area, however, if the AAP area refocused its attention to creating a more intense and purposeful industrial hub then the outlined approach is agreeable. • Would expect this to potentially go beyond current provisions. • The proposed approach is supported. This should also reflect the significant training and apprenticeship opportunities that the employment use here could generate, both during construction and afterwards. Cambridge Regional College will be very accessible from this site by Guided Bus or cycling along the Busway. • Support proposed approach, however, should include reference to apprenticeships to ensure opportunities for all avenues into work and skills development. • Support the aspiration to provide training and employment opportunities for local people if it can realistically be delivered. • The policies regarding local employment are supported, access to employment is a key wider determinant of health and local employment should be encouraged to cater for local residential development. |
| Qu25 Balanced and Integrated Communities - Wider Employment Benefits (object) | <ul style="list-style-type: none"> • The AAP cannot be a panacea to resolve Cambridge and South Cambridgeshire employment problems. Whilst local training opportunities, especially apprenticeships, should be encouraged, it is not a role of the planning system to impose such obligations upon developers. • Local Plans should not interfere at this level. It is for the market supported by central Government policy to worry about these issues. |
| Qu25 Balanced and Integrated Communities - Wider Employment Benefits (comment) | <ul style="list-style-type: none"> • The ability to provide training and employment opportunities for local people and local procurement may not always be possible or appropriate for all businesses, particularly those within the R&D sector operating within an international market context and reliant on attracting the best international talent. It is considered that bespoke solutions to maximise economic and employment benefits should be secured as part of individual applications rather than through a generic and inflexible policy approach. This will ensure better outcomes tailored to individual circumstances without stifling innovation. |

CHAPTER 9 – QUESTION 26 (a-d): HOTEL & CONFERENCING FACILITIES

Do you support or object to the proposed Options on hotel and conference facilities, and why?

| Respondents | Support (incl. qualified) | Object | Comment |
|-------------|---------------------------|--------|---------|
|-------------|---------------------------|--------|---------|

| 26a | 10 | 0 | 9 | 1 |
|---|---|---|---|---|
| 26b | 12 | 7 | 3 | 2 |
| 26c | 12 | 9 | 2 | 1 |
| 26d | 9 | 1 | 0 | 8 |
| Question | Key Issues from CNFE Issues and Options consultation | | | |
| Qu26a Hotel & Conferencing Facilities (object) | <ul style="list-style-type: none"> • Support for Option C. • Support for 1 or 2 hotels; consider a mixed-used area essential. • Let existing accommodation plans take account of the project. • The development of the new railway station and regeneration of the wider CNFE area will create a demand for a hotel in this location and this should be recognised in the CNFE AAP. The land adjacent to the new station provides a sustainable and easily accessible location for a hotel to serve business users associated with the large number of existing and proposed businesses in the CNFE area. The proposed vision for the CNFE states that the area will embrace modern commercial business needs and ensure that the new area is supported with the right social and community infrastructure. See attached Brookgate's submission document, Appendix 2: CNFE Redevelopment Option 2a, including a proposed hotel. • An area of land close to the railway station should be provided with dual use allocation of either residential or hotel. If the market demands are great enough the hotel will be developed. The provision of a conference centre could be integrated into the hotel as an ancillary use. • As covered in response to Q.11 above, Anglian Water would not support sensitive development within the 1.5 odour contour line. Potentially sensitive development such as a hotel and conference centre and student accommodation within this contour line would be unacceptable due to the risk of odour adversely affecting the occupants of these buildings. Anglian Water would advise caution in considering any such proposal. | | | |
| Qu26b Hotel & Conferencing Facilities (support) | <ul style="list-style-type: none"> • Support for 1 or 2 hotels; consider a mixed-used area essential. Support for conference accommodation, as people would more than likely use this hotel instead of central ones, meaning less traffic and easier access for residents of East Anglia. • Important to provide hotel facilities in this development. • Support, however subject to viability conference facilities could also be provided. The development of the new railway station and regeneration of the wider CNFE area will create a demand for a hotel in this location. The land adjacent to the new station provides a sustainable and accessible location for a hotel to serve business users associated with the large number of existing and proposed businesses in the CNFE area. The proposed vision for the CNFE states that the area will embrace modern commercial business needs and ensure that the new area is supported with the right social and community infrastructure. See Brookgate's submission document, Appendix 2: CNFE Redevelopment Option 2a, including a proposed hotel. • An area of land close to the railway station should be provided with dual use allocation of either residential or hotel. If the market demands are great enough the hotel will be developed. The provision | | | |

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| | <p>of a conference centre could be integrated into the hotel as an ancillary use.</p> <ul style="list-style-type: none"> • A hotel here would support business uses on CNFE and Science Park. • Support for the provision of a hotel and/or conference facilities within the mixed-use development of land around the proposed new railway station, on the basis that this would be a supporting use with the focus remaining on employment and office floor space. |
| Qu26b Hotel & Conferencing Facilities (object) | <ul style="list-style-type: none"> • Support for Option C. • As covered in response to Q.11 above, Anglian Water would not support sensitive development within the 1.5 odour contour line. Potentially sensitive development such as a hotel and conference centre and student accommodation within this contour line would be unacceptable due to the risk of odour adversely affecting the occupants of these buildings. Anglian Water would advise caution in considering any such proposal. |
| Qu26b Hotel & Conferencing Facilities (comment) | <ul style="list-style-type: none"> • If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. • Support either option B or C but may depend on whether development of a hotel at the entrance to the Science Park goes ahead. Any provision allocation in the AAP needs to be kept flexible if no demand materialises. |
| Qu26c Hotel & Conferencing Facilities (support) | <ul style="list-style-type: none"> • Essential to have at least one hotel with conference facilities, as it can be hard to get a central location for a conference, plus it would reduce traffic movements in the city centre. • Support, however the provision of conference facilities should be subject to viability. The new railway station and regeneration of the wider CNFE area will create a demand for a hotel and conference facility. The land adjacent to the new station provides a sustainable and accessible location for a hotel and conference centre to serve business users associated with existing and proposed businesses in the CNFE area. This accords with the proposed CNFE vision which states that the area will embrace modern commercial business needs and ensure that the new area is supported with the right social and community infrastructure. • An area of land close to the railway station should be provided with dual use allocation of either residential or hotel. If the market demands are great enough the hotel will be developed. The provision of a conference centre could be integrated into the hotel as an ancillary use. • A hotel here would support business uses on CNFE and Science Park. • Provision of a hotel and conference centre close to the station, is supported as part of the mix. • Having both available will be a natural addition to the rail station serving businesses located both here and at the Science Park, allowing their visitors to stay away from the city centre during the business hours, and especially to avoid contributing to traffic in the rush hour. • This would be logical and would enhance the area. |

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| Qu26c Hotel & Conferencing Facilities (object) | <ul style="list-style-type: none"> As covered in response to Q.11 above, Anglian Water would not support sensitive development within the 1.5 odour contour line. Potentially sensitive development such as a hotel and conference centre and student accommodation within this contour line would be unacceptable due to the risk of odour adversely affecting the occupants of these buildings. Anglian Water would advise caution in considering any such proposal. |
| Qu26c Hotel & Conferencing Facilities (comment) | <ul style="list-style-type: none"> If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. |
| Qu26d Hotel & Conferencing Facilities (comment) | <ul style="list-style-type: none"> Not so sure about a hotel being too near the station. A hotel use within any part of the CNFE subject to its siting and relationship to other land uses would be appropriate, and there should be no geographical limitation as to where such facilities could be provided. Allowance could be made within the AAP for this use but flexibility should be maintained. The location of the hotel/conference facilities do not need to be specified at this stage. There could well be scope and demand for a hotel within the CNFE area. It is not clear however why this would need to be situated "around the new railway station" and there could be perfectly sound reasons why it should be located more centrally within the CNFE area and not to one side by the station. There is a currently proposed hotel and conference facility on the Science Park in addition to several other hotels within close proximity at Orchard Park, Impington and Quy. If there is sufficient market demand, such proposals should be considered. If a hotel is provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. |

CHAPTER 9 – QUESTION 27: BALANCED AND INTEGRATED COMMUNITIES - HOUSING MIX

Do you support or object to the proposed approach on housing mix, and why? Please add any other suggestions you have for the types and sizes of houses that should be included within the CNFE area.

| Respondents | Support (incl. qualified) | Object | Comment |
|---|--|--------|---------|
| 13 | 11 | 1 | 1 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu27 Balanced and Integrated Communities - Housing Mix (support) | <ul style="list-style-type: none"> Broad support for the proposed approach. A highly mixed development would be most suitable. A mix of high-rise and a new area of low-rise on the south side of the railway tracks would be the ideal situation. There should be mainly affordable housing, or inexpensive let properties. | | |

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| | <ul style="list-style-type: none"> • Could a small percentage be cooperative housing with a mixture of personal and shared living space? • Would like to see 40% affordable housing. • A sustainable mix of dwelling types will result in a range of family units. • The type and size of affordable housing should be informed by the City Council's Housing Policy. • If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. • The need to ensure a balanced housing mix is supported. A mix of house types and tenures can help community cohesion and help maintain a healthy development. |
| Qu27 Balanced and Integrated Communities - Housing Mix (object) | <ul style="list-style-type: none"> • There should be an explicit reference to the Private Rented Sector (PRS). The significant increase in demand for PRS needs to be accounted for and its provision actively encouraged within the AAP. • Constraints on the CNFE site must be recognised and a realistic housing mix provided. PRS will play an important role in achieving this outcome. |
| Qu27 Balanced and Integrated Communities - Housing Mix (comment) | <ul style="list-style-type: none"> • Somewhat indifferent as to whether there is a need for housing at CNFE, and whether it should be pursued. • Housing should not be pursued at a level exceeding that indicated in the current version of the AAP. • If there is to be housing flexibility of tenure should be accepted including affordable housing. |

CHAPTER 9 – QUESTION 28: AFFORDABLE HOUSING REQUIREMENT

Do you support or object to the proposed use of Cambridge City Council's affordable housing requirements for the whole of the CNFE area, and why?

| Respondents | Support (incl. qualified) | Object | Comment |
|--|--|--------|---------|
| 14 | 8 | 2 | 4 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu28 Affordable Housing Requirement (support) | <ul style="list-style-type: none"> • Broad support for proposed approach. • Or even increase the amount to 50% affordable or more. • Support subject to detailed viability testing to ensure delivery across a significant timeframe, and to meet the vision and objectives. • CNFE should be treated the same as any other development. • This approach supports a more balanced community as well as housing located by employment use. | | |
| Qu28 Affordable Housing Requirement (object) | <ul style="list-style-type: none"> • Preference for a mixture of high quality council housing and student housing rather than affordable housing. To make developments attractive to developers it is important to allow them to make profits on high quality buildings. • Let the market function policy free. | | |

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| Qu28 Affordable Housing Requirement (comment) | <ul style="list-style-type: none"> • Support for proposed approach, subject to viability testing. • The heavy infrastructure costs and brownfield nature of the land with associated remediation costs must be recognised; viability is of key importance. • Support for the City Council's flexible affordable housing requirements, which differentiate between different scales of development; South Cambridgeshire policy is less flexible. • Consideration should be given to PRS developments where a different approach may be required, such as discounted market rents or off-site contributions toward affordable housing provision. • If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. • Affordable housing requirements should be subject to viability and development will need to mitigate a range of services such as education and transport. |
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CHAPTER 9 – QUESTION 29 (a-c) PRIVATE RENTED ACCOMMODATION

Do you support or object to the proposed Options on private rented accommodation, and why?

| Respondents | | Support (incl. qualified) | Object | Comment |
|---|---|---------------------------|--------|---------|
| 29a | 7 | 7 | 0 | 0 |
| 29b | 7 | 1 | 3 | 3 |
| 29c | 7 | 0 | 0 | 7 |
| Question | Key Issues from CNFE Issues and Options consultation | | | |
| Qu29a Private Rented Accommodati on (support) | <ul style="list-style-type: none"> • Support, as long as housing is reasonably priced. • Detailed guidance is not necessary as existing policies aim to deliver quality places to live. In addition, there is significant guidance already published that could be beneficially referenced by the authorities. • If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. • Support, allow the market to deliver private rented accommodation rather than encourage it given the uncertain implications. • There is no evidence to justify selecting Option B. | | | |
| Qu29b Private Rented Accommodati | <ul style="list-style-type: none"> • Housing, and affordable housing are at a premium here and houses must not be bought as an investment and kept empty. | | | |

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| on (support) | |
| Qu29b Private Rented Accommodati on (object) | <ul style="list-style-type: none"> Detailed guidance is not necessary as existing policies aim to deliver quality places to live. In addition, there is significant guidance already published that could be beneficially referenced by the authorities. |
| Qu29b Private Rented Accommodati on (comment) | <ul style="list-style-type: none"> It will be important to ensure that properties in this area are not bought as investments and either left empty or rented out to commuters. If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. |
| Qu29c Private Rented Accommodati on (comment) | <ul style="list-style-type: none"> Inexpensive accommodation needs to be provided. Does this option mean there could be council houses? If so, option B could be a very good option. It is essential there is affordable housing only - ideally with council housing included. PRS schemes can create quality places to live if they have a clear brief, good design, delivery and collaborative working to. Many authorities are developing PRS design guides to assist developers. The authorities may wish to produce PRS design guidance in association with the developer as part of the AAP. If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads, and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. Allow a flexible approach. Private market housing could play a greater role in delivering future housing needs in the Cambridge area, but it is important to allow the market to deliver this form of housing in response to demand. The range of planning policies allow for both the mix and the environmental conditions to be managed through the planning application process without additional policies in the AAP. |

CHAPTER 9 – QUESTION 30 (a-e) STUDENT HOUSING

Do you support or object to the proposed Options on student housing, and why?

| Respondents | | Support (incl. qualified) | Object | Comment |
|-------------|--|---------------------------|--------|---------|
| 30a | 11 | 3 | 8 | 0 |
| 30b | 8 | 4 | 3 | 1 |
| 30c | 5 | 3 | 1 | 1 |
| 30d | 5 | 0 | 4 | 1 |
| 30e | 8 | 0 | 0 | 8 |
| Question | Key Issues from CNFE Issues and Options consultation | | | |

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| Qu30a Student Housing (Support) | <ul style="list-style-type: none"> • Support especially as the need for student accommodation in the area has yet to be made. • Limited obvious demand for this use because there are no educational institutions nearby, however the option is supported with evidence of need |
| Qu30a Student Housing (Object) | <ul style="list-style-type: none"> • Location too far from Universities and associated facilities • Market demand for student accommodation and therefore should be permitted/accommodated. Failure to do so would be contrary to the NPPF • Object; Use should be integrated |
| Qu30a Student Housing (Comment) | <ul style="list-style-type: none"> • If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. • No more than 20% (Option b) • Anglian Water does not support sensitive development within the 1.5 odour contour line. • This location could also leave students isolated as there are limited facilities available unless there is significant provision on site within the AAP area. |
| Qu30b Student Housing (Support) | <ul style="list-style-type: none"> • Sensible option but it is difficult to justify a limit and enforce • Student accommodation supported as a complimentary use to employment, research and development; any large proposals for should be complimentary with large proposals refused |
| Qu30b Student Housing (Object) | <ul style="list-style-type: none"> • Limit is an inflexible approach which might fail to meet market need and hinder redevelopment • Support Option A |
| Qu30b Student Housing (Comment) | <ul style="list-style-type: none"> • If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. |
| Qu30c Student Housing (Support) | <ul style="list-style-type: none"> • Let the market decide • Would maintain a flexible approach • Policy requirement for student accommodation proposals to explain how benefits will outweigh possible negative impacts. • Mitigation is a sensible safeguard which will not result in unnecessary restrictions and ensure this type of use forms part of a balanced community. |
| Qu30c Student Housing (Object) | <ul style="list-style-type: none"> • Object (1) |
| Qu30c Student Housing (Comment) | <ul style="list-style-type: none"> • If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. |
| Qu30d Student Housing (Object) | <ul style="list-style-type: none"> • Unnecessary restrictions resulting in lost flexibility towards the evolution of CNFE • Support for Option A |

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| Qu30d Student Housing (Comment) | <ul style="list-style-type: none"> If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. |
| Qu30e Student Housing (Comment) | <ul style="list-style-type: none"> If housing (of any type) is to be provided it should be in a location where amenity issues from the Water Recycling Centre, aggregate railheads and existing and planned waste uses will not arise and/or can be satisfactorily mitigated. Flexibility is required at this stage Rationale for student accommodation is not clear when it is typically provided in more central locations in Cambridge; CNFE should be employment focussed allowing other complimentary uses to improve the area's sustainability Student accommodation should be integrated to avoid concentration in one area. |

CHAPTER 9 – QUESTION 31: PROVISION OF SERVICES AND FACILITIES

Do you support or object to the proposed approach on provision of services and facilities, and why? Please also add any other suggestions for provision of services and facilities.

| Respondents | Support (incl. qualified) | Object | Comment |
|---|--|--------|---------|
| 12 | 9 | 0 | 3 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu31 Provision of Services and Facilities (Support) | <ul style="list-style-type: none"> Regulation needed to ensure SME provide a wide range of services Early provision of schools and health centres where the accommodation is provided Supportive of this policy, especially regarding co-location of services for community, retail and leisure uses. The proposal on services and facilities are supported. Education and health services must be provided as there is already one school on Nuffield Road and a doctor's surgery. Brookgate support the proposed approach. In order for the regeneration of the CNFE area to be successful the required services and facilities must be provided. This will require collaborative strategies between key stakeholders and will be easier to achieve on sites such as CB4, where large areas can be brought forward by relatively few stakeholders, simplifying the planning and engagement process. The delivery of such services and facilities is essential to ensure the creation of a vibrant, mixed use neighbourhood, as set out in the proposed vision. The Science Park is a good example of this approach working. Support. Balanced, sustainable community requires such services and facilities as do the employees working locally. It is considered | | |

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| | important that these are not too fragmented across the CNFE as that could reduce their viability or contribution to extended opening hours and thus service provision. |
| Qu31 Provision of Services and Facilities (Comment) | <ul style="list-style-type: none"> • Provision of community facilities need to be allowed for in the original design and built as the development becomes occupied. • Leisure/sporting facilities could be built at the northern and eastern edges of the site (as an acoustic barrier to the A14 and railway) • The proposed approach to the delivery of supporting services is supported in principle. However, the location of facilities must have regard to other development existing or proposed in the locality, so that potential amenity issues arising for example from proximity to the Water Recycling Centre, waste management uses, and the railheads are avoided and/or can be satisfactorily mitigated. • Community facilities should be provided early in the development of the residential component of the development. |

CHAPTER 9 – QUESTION 32: NEW LOCAL CENTRE

Do you support or object to the proposed approach for the new local centre, and why?

| Respondents | Support (incl. qualified) | Object | Comment |
|------------------------------------|--|--------|---------|
| 15 | 10 | 1 | 4 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu32 New Local Centre (Support) | <ul style="list-style-type: none"> • Sensible but should not forget SMEs • Residential flats will ensure the area is not dead in the evenings. • Provided it is tastefully done • Where there is residential development there must also be local shops and community facilities, including a doctor's surgery • Brookgate agree that a new local centre is essential to the creation of a vibrant, mixed use neighbourhood as set out in the proposed CNFE vision. It will act as both a focal point and a social hub for the CNFE area. There should be flexibility regarding its location along the Boulevard, positioning it around the station would ensure a highly accessible and sustainable location. It should include new retail provision to meet local needs and complement nearby centres as set out in objective 4 of the proposed development objectives. Employment and residential uses could be provided on upper floors. • Providing sufficient services for immediate needs of community near station most suitable location to ensure maximum use. • Residential flats will ensure the area is not dead in the evenings. • The Crown Estate support the approach set out for the new local centre and welcome the proposals to include retail and other uses within this location. These new uses should be located in one area (as part of the local centre) so as not to dilute the existing office and employment functions of the CNFE area. • The provision of such facilities together is likely to be more sustainable and viable. | | |
| Qu32 New Local Centre | <ul style="list-style-type: none"> • A new local centre should be created to support the needs of a local community, however, it is not possible to make any informed decision | | |

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| (Object) | on quantum, uses or location until the deliverability of the AAP area is further advanced. |
| Qu32 New Local Centre (Comment) | <ul style="list-style-type: none"> The proposed new local centre in Options 2-4 is supported in principle. However, it is noted that it is proposed that this include a residential element and other elements which will be used by people, and in Option 2 the local centre appears to lie partially within the odour zone which is not suitable for such a use. The location of the local centre must have regard to other development existing or proposed in the locality, so that potential amenity issues arising for example from proximity to the Water Recycling Centre, waste management uses, and the railheads are avoided and/or can be satisfactorily mitigated. At this stage the approach is too rigid and could need adaptation if more residential is included. Thus location and form needs to be less specific. Turnstone consider that any uses proposed on the CNFE site should be totally complementary to employment uses. Retail facilities of an appropriate scale would be an acceptable use, subject to commercial viability. |

CHAPTER 9 – QUESTION 33: OPEN SPACE STANDARDS

Do you support or object to the proposed approach on open space standards, and why?

| Respondents | Support (incl. qualified) | Object | Comment |
|---------------------------|---|--------|---------|
| 19 | 12 | 1 | 6 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu33 Open Space (Support) | <ul style="list-style-type: none"> Open spaces will make the area more pleasant to work and live in. Encouragement of wildlife should be a default requirement, with a particular focus on providing habitat for birds, hedgehogs and bees. Appropriate in the wider context. Open space should be maximised. Open space vital for health, relaxation and environmental enhancement - reflects existing standards elsewhere there parity providing sufficient space. We support the application of the relevant open space standards, but wish also to emphasise that the development must be integrated into the wider landscape through the improvement and development of green infrastructure beyond the currently identified site boundary. This should include the creation of a strategic accessible landscape/green space area along the River Cam Corridor and linking Milton Country Park (akin to developments to the south and west of Cambridge). Support. Open space is very important in high density schemes and can also help to reduce the impact of tall buildings. | | |
| Qu33 Open Space (Object) | <ul style="list-style-type: none"> Support provision of open space in particular, which is not addressed in Option 1. Support a higher level than shown in any of the Options, given the huge benefits that open space provides to well-being and how crowded Cambridge is. | | |

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| Qu33 Open Space (Comment) | <ul style="list-style-type: none"> • Brookgate agree that the re-development of the CNFE area presents a range of opportunities to enhance the existing green infrastructure. There should however remain flexibility to allow the off site provision of certain open space typologies such as playing fields. • The standards need to be defined in the context of the proposals and the wider context beyond the AAP area as promoted through enhanced connections to a variety of amenity spaces in the wider area. • On the proviso that the emerging Open Space Standards, as set out in Policy 68 and Appendix I of the Cambridge Local Plan 2014 (proposed submission) only apply to residential development, Turnstone does not object to the approach that has been suggested. It must be clear, however, that the Open Space Standards should only apply to residential developments, and that questions of the appropriate quantum of open space related to commercial developments should be negotiated on a case by case basis. • The approach to the provision of open space is supported in principle. However, regard needs to be paid to amenity issues which may arise from other uses in the CNFE area, such as the Water Recycling Centre, waste management uses and railheads which could give rise to dust, noise and odour. Open space needs to be located in a position where such matters will not arise and/or can be satisfactorily mitigated; otherwise the areas will not be capable of being used and enjoyed for the purpose designed. • The policy to require open space is supported, as the action plan area is located in both Cambridge City and South Cambridgeshire the local plan with the greater requirement for open space should be followed to ensure enough provision is made. • Access to open space is a key wider determinant of health. |
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CHAPTER 9 – QUESTION 34: KEY TRANSPORT AND MOVEMENT PRINCIPLES

Do you support or object to the proposed key transport and movement principles, and why? Please add any other suggestions you have for key transport and movement principles to improve and promote sustainable travel in the area.

| Respondents | Support (incl. qualified) | Object | Comment |
|--|--|--------|---------|
| 24 | 13 | 3 | 8 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu34 Key Transport and Movement Principles (Support) | <ul style="list-style-type: none"> • New bus routes running through the area • New bus stops half way down the new Cowley Road • Old Cowley Road pedestrianized • River taxi, car parking the guided bus, cycling and taxis. • More crossings of the railway and river to assist in traffic flow. • focus on walking, public and cycles - car parking creates too much dead space • A pedestrian/cycle path should be provided, linking the Jane Coston Bridge with the Station. • Good bus links must be provided for those who are unable to walk or | | |

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| | <p>cycle to work.</p> <ul style="list-style-type: none"> • Promotion of non-car and active modes of travel, delivering a highly accessible development. • Need to recognise that CNFE will generate additional vehicle trips. • A key principle needs to include 'enhance the Milton Road corridor to ensure that traffic can move efficiently in appropriate locations'. • Cambridgeshire CC Transport Strategy (Cambridge and South Cambridgeshire) and associated strategic transport modelling significantly underestimates development opportunities. • The TSCSC recommendations (and proposed City Deal schemes) don't adequately address existing highway network constraints or consider measures required to unlock the full potential of CNFE. • Radical solutions are likely to be required to enable appropriate road based access to the sites. • Strongly support the focus on making transport safer and more sustainable. • Opportunity to create safe and attractive routes for pedestrians and cyclists. • Permeability (for these users) is very important to making the area attractive. • All criteria necessary to ensure sustainability. • Need recognition that some staff and visitors to current and future uses will make journeys by car. • The absence of any information about traffic and junction layout is a considerable omission as it is impossible to assess the relative impacts of the options on existing developments within the AAP area. • Support the proposed key transport and movement principles and welcome the focus on sustainable transport. • Focus on public and active transport. • Filtered permeability (full access for sustainable modes, no through routes for motor vehicles) needed throughout to create an attractive environment for cycling and walking. • Bus gates to provide efficient bus routes. • Off-site junctions must consider cyclists and walkers avoiding indirect, multi-stage crossings for these users. • Avoid current Cowley Road design that disadvantage active modes in preference to private motor traffic. • Open up parallel Network Rail route as a high quality cycle and walking provision to resolve this issue • Transport and improvements to infrastructure need to consider the whole CNFE AAP area so that any improvements needed reflect the future needs of the whole area and not individual land ownerships. • Incremental improvements by various land owners based on demand and phasing related only to that land ownership should be resisted as that may lead to greater disruption over the period in which the CNFE is developed, both to those with the CNFE area and outside as offsite improvements are likely to be required. • RLW Estates generally support the transport and movement principles. • Specific reference should be made to the new station and other gateways to the site (such as Milton Road and the Jane Costen |
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| | <p>Bridge - both as a key element of the sustainable transport infrastructure serving the area, and in terms of its contribution to the role which CNFE should play in fulfilling the wider growth strategy for the Cambridge area.</p> <ul style="list-style-type: none"> • The approach on transport is broadly supported particularly the approach on walking and cycling. |
| Qu34 Key Transport and Movement Principles (Object) | <ul style="list-style-type: none"> • Need to maximise the potential for sustainable links between CNFE and existing and planned communities. • Suggested wording is as follows: "To ensure sustainable transport links are made with existing and new communities, including Waterbeach New Town" • Doubtful that the site can fulfil its development potential without the provision of direct access from the A14. • Need to investigate this option. • The transport modelling of the wider development area and mitigation strategies/new road infrastructure will be crucial in the development of the AAP. Until this modelling data is available and understood, there is no benefit in developing the AAP. • The Crown Estates do not support the proposals to allow public access through CBP. |
| Qu34 Key Transport and Movement Principles (Comment) | <ul style="list-style-type: none"> • Access to the new railway station would be significantly improved. • Turn Network Rail's disused private access road from Milton Road to Chesterton sidings along the north side of Cambridge Business Park into a public footpath and cycleway - more pleasant than the foot/cycle path planned for Cowley Road. Would enable the Crown Estate to install side entrances on the North side of the Cambridge Business Park to shorten the walk between offices on the Cambridge Business Park and the new railway station and encourage travel to the Cambridge Business Park by train. • Turning the current railway sidings along the north side of the Business Park in to a cycle / pedestrian route would be more pleasant and convenient than the proposed route for Cowley Road up to the boundary of the current sidings. This would also allow for entrances to be installed on the north side of Cambridge Business Park, allowing easier access for commuters. • Policy must also consider the needs of those who are unable to cycle or walk to work. • Cycling is not a solution for everyone, especially older members of the community and the needs of all must be considered. • Where cars are not an option good regular all day and evening public transport must be provided. • Need to provide bus transport to the station for local residents • Cyclists should be considered too and allowed a traffic free approach where the interaction with LGVs/buses is eliminated to improve safety. • Need to emphasise the significant role that could be played by the new railway station and the Guided Bus, both of which clearly have scope to help meet the objective to minimise journeys to the site by private car • All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal |

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| | <p>programme. Although this is true of all options, this is particularly the case for those that propose higher levels of development which might require significant transport intervention to ensure that transport impacts are not severe. This applies to both the local networks (walk, cycle, bus, and highway) and also the strategic road (i.e.: Highways Agency) and rail (i.e.: Network Rail) networks.</p> <ul style="list-style-type: none"> The CNFE is a mixed use area with a variety of uses existing and proposed through the AAP. There will be a wide variety of modes of transport ranging from pedestrian and cyclist to heavy commercial vehicles (HCVs) accessing the B2, B8 and Sui Generis areas. It is important to have some degree of separation between HCVs and other users. This is in part encompassed by the objective relating to safety, but the need to separate and avoid conflict between the less compatible transport modes such as HCVs and pedestrian / cyclists could be made more explicit in the transport and movement principles. |
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CHAPTER 9 – QUESTION 35 (a-d)

MODAL SHARE TARGET

Do you support or object to the proposed Options on modal share target, and why?

| Respondents | | Support (incl. qualified) | Object | Comment |
|-------------|----|---------------------------|--------|---------|
| 35a | 11 | 2 | 5 | 4 |
| 35b | 13 | 8 | 4 | 1 |
| 35c | 6 | 3 | 2 | 1 |
| 35d | 8 | 0 | 0 | 8 |

| Question | Key Issues from CNFE Issues and Options consultation |
|------------------------------------|---|
| Qu35a Modal Share Target (Support) | <ul style="list-style-type: none"> Orbital bus routes also for local residents Support the setting of a modal share target for the CNFE. The 24% car trip target should be applied to trips that have an origin and destination within Cambridge City only, recognising that short urban trips have the highest propensity to be undertaken on foot, by bicycle or public transport. This may be challenging to deliver given the potential employment levels created here and the regional draw to such employment. It is considered that a target is required but this needs to be realistic and challenging. |
| Qu35a Modal Share Target (Object) | <ul style="list-style-type: none"> The modal share target set for of 24% car trips by 2031 is an aspirational target, it is not clear how this will be obtained or monitored, it should also be noted that there is an obvious funding gap in the Councils transport infrastructure plans. Paragraph 154 of the NPPF advises that Councils should be aspirational but realistic. Due to transportation infrastructure funding gaps it is doubtful if this target is realistic. Matching the modal share target is not ambitious enough. It should be possible to do much better than in other areas of Cambridge. When working within the constraints of an existing road network, improvements for pedestrians and cyclists in particular are difficult to achieve. In developing a new area there is no reason to repeat those mistakes, and a much better modal share should be achieved. |

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| | <ul style="list-style-type: none"> • The absence of any information about traffic generation means it is impossible to assess if this target is achievable. • Support option C |
| Qu35a Modal Share Target (Comment) | <ul style="list-style-type: none"> • Orbital bus, with new rail/river crossing to Wadloes Road • Pedestrianised existing Cowley Road, with traffic rerouted on a new road adjacent to the sewage works • Pedestrianised area around the new square (as featured on map) • Buses running until midnight with stops on the new Cowley Road (B on map) • Bus routes from the north (A10/Waterbeach/Milton) should be routed via the new station to improve connectivity via public transport and buses should run every day and up to midnight, to encourage people to use the bus. • All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks. |
| Qu35b Modal Share Target (Support) | <ul style="list-style-type: none"> • Orbital bus, with new rail/river crossing to Wadloes Road • Pedestrianise existing Cowley Road, with traffic rerouted on a new road adjacent to the sewage works • Pedestrianised area around the new square (as featured on map) • Buses running until midnight with stops on the new Cowley Road (B on map) • Show we can be innovative and leading for new infrastructure. • Make the area an example of what can be achieved. Cambridge is already a tech and academic hub; and in the next few years will, hopefully, become a model cycling city. Let's merge those three together and show the country what is possible. Silicon Valley-meets-Copenhagen, if you will. • The rail, bus and cycle links make this an ideal opportunity to maximise travel by train, bus and cycling instead of by car. • Modal share targets need to be ambitious but realistic and achievable. The Cambridgeshire County Council Cambridge Sub Regional Model (CSRM) should be utilised to undertake further transport modelling work for the CNFE to develop appropriate modal share targets for the CNFE. Once further modelling work has been undertaken it will be possible to identify whether tougher modal share targets can be achieved at the CNFE. • It should be possible to do much better than in other areas of Cambridge. When working within the constraints of an existing road network, improvements for pedestrians and cyclists in particular are difficult to achieve. In developing a new area there is no reason to repeat those mistakes, and a much better modal share should be achieved. • The absence of any information about traffic generation means it is impossible to assess if this target is achievable. • Subject to viability; recognise the need to minimise car journeys and exploit the enhanced transport infrastructure. • Strongly support Option B |

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| | <ul style="list-style-type: none"> • Go beyond the target set for the city and make the area an exemplar scheme. • This development is an ideal opportunity to have aspirational transport goals. • The Guided Busway, a new rail link and the local cycle network provide excellent connections by public and active transport. • Every effort should be made to minimise private motor vehicle use at this location. |
| Qu35b Modal Share Target (Object) | <ul style="list-style-type: none"> • Policies that attempt to force people into doing things they don't want to will both be unpopular and cause trouble - see, for example, the parking problems in Orchard Park resulting from insufficient provision of parking spaces. • To set an unrealistic target for modal shift at a time when there is an obvious funding gap in the Councils transport infrastructure plans would not be compliant with paragraph 154 of the NPPF • Support option C |
| Qu35b Modal Share Target (Comment) | <ul style="list-style-type: none"> • All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks. |
| Qu35c Modal Share Target (Support) | <ul style="list-style-type: none"> • It is inappropriate to set such targets in policy before the precise mix of uses is known and understood. • The absence of any information about traffic generation means it is impossible to assess if this target is achievable. • I don't think a local plan such as this should get itself involved in such matters and not constrain any particular form of transport. |
| Qu35c Modal Share Target (Object) | <ul style="list-style-type: none"> • Support using this opportunity to minimise car usage. • Realistic and achievable targets should be set in order to determine the likely transport impact of the CNFE and to what extent travel planning and transport improvements are able to mitigate the impact. Modal share targets should be produced to inform the development of a package of phased transport measures required to achieve the targets. |
| Qu35c Modal Share Target (Comment) | <ul style="list-style-type: none"> • All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks. |
| Qu35d Modal Share Target (Comment) | <ul style="list-style-type: none"> • There should be a footpath (and possibly cycle path as well) from the new station to Green End Road, to encourage local people to leave cars at home. • Buses should stop along Milton Road to collect local people who want to use the station etc. At present many buses travel along Milton Road, but few stop. • Perhaps buses travelling along Milton Road could also serve the station via Cowley Road. • I would like to be able, for example, to get on a bus at Union Lane to take me to the new station. |

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| | <ul style="list-style-type: none"> • The 24% car trip target by 2031 only focuses on car trips within Cambridge. Therefore further assessment work is required to identify realistic CNFE site wide car modal share targets and targets for individual land uses. The CNFE modal share targets need to be linked to a package of phased transport measures that are required to achieve the modal share targets. • Whilst the benefits of an overly prescriptive approach to mode share within the area are questionable it is clear there is strong potential for the CNFE Area to become an exemplar sustainable community and destination. To ensure this goal is fulfilled, sustainable transport links to existing and new communities, including Waterbeach New Town, need to be emphasized. • Good pedestrian/cycle links are required for all the surrounding areas such as Milton via Jane Coston Bridge, Chesterton via the sidings triangle, and Abbey and Fen Ditton via the planned Chisholm Trail river bridge. Bus shuttles should be considered for all the surrounding areas with departure/arrival times properly matched with rail services. Through bus services such as the green P&R service or number 9 should call at the station with Citi 2 terminus. • It is very difficult, at this early stage in the evolution of CNFE, to say with certainty that modal shift percentages can and will be achieved. It is certainly a worthwhile objective to ensure that modal share targets that are set for the whole of Cambridge are met on the site, and there is room for optimism that this can be achieved at CNFE. This will however be an exacting target, and Turnstone do not consider that it would yet be appropriate to seek to go beyond the target of 24% set for the City as a whole. • Not possible to set a precise target at present given the uncertainty at this stages in the process as regards the mix of land uses in the scheme. However RLW Estates object to no mode share target being set as this would almost certainly undermine the transport and movement principles. • All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks. |
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CHAPTER 9 – QUESTION 36 (a-d): VEHICULAR ACCESS AND ROAD LAYOUT

Do you support or object to the proposed Options for Cowley Road, and why?

| Respondents | | Support (incl. qualified) | Object | Comment |
|-------------|--|---------------------------|--------|---------|
| 36a | 10 | 2 | 6 | 2 |
| 36b | 14 | 5 | 4 | 5 |
| 36c | 14 | 8 | 1 | 5 |
| 36d | 19 | 2 | 1 | 16 |
| Question | Key Issues from CNFE Issues and Options consultation | | | |

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| Qu36a Vehicular Access and Road Layout (Support) | <ul style="list-style-type: none"> • Minimise car usage and maximise use of rail, bus and cycling. • Do not build any additional roads. • Retain existing Cowley Road as the main access road for all modes of transport. • Need to re-route HGV movements on a dedicated route to the north of Cowley Road and provide a more pedestrian and cycle friendly main access through the AAP area along Cowley Road. • The whole of the 'corridor' between the disused NR access road, the First Public Drain and the existing Cowley Road should be used to create a wide tree-lined boulevard delivering a high quality walking and cycling route as well as appropriate vehicle access to CNFE. |
| Qu36a Vehicular Access and Road Layout (Object) | <ul style="list-style-type: none"> • Pedestrianise existing Cowley Road • New boulevard to the north, adjacent to the sewage works • HGV banned from turning right towards the station • By retain Cowley Road as the only entrance / exit into the AAP site, future development opportunities would be restricted especially those associated with industrial / waste / minerals uses which is what this AAP should focus its attention on developing • Option A would be a disaster. Need to improve pedestrian and cycling access to the new station. The road is too narrow and totally unsuitable for these users to share it with general traffic. • The absence of any information about traffic generation means it is impossible to assess the impacts of this option. Increased traffic, including heavy goods traffic will impact upon existing businesses and may prejudice safety of pedestrians and cyclists. • There will be an increasing number of users and a wide variety of modes of transport using this area, ranging from pedestrian and cyclists going to the offices and the station, to HCVs. The redevelopment of the area provides an opportunity to improve conditions. This includes improved separation between HCVs and other users, given the significant levels of demand likely to be generated by the AAP proposals, but also to minimise the impact of such traffic on other land uses through minimisation of noise and vibration of vehicles. |
| Qu36a Vehicular Access and Road Layout (Comment) | <ul style="list-style-type: none"> • Retain Cowley Road as the main site access but Milton Road corridor must cater for sustainable modes of travel to allow reliable journey times from new and existing communities. • No objection to separating the heavy industrial traffic from pedestrians and cyclists. • No objection in principle to the creation of a new access road along the southern boundary of the WRC. However, land ownership details will need to be clarified. |
| Qu36b Vehicular Access and Road Layout (Support) | <ul style="list-style-type: none"> • To protect the area from increased congestion, there must be a focus on encouraging people to use sustainable modes of transport. • Need to make the routes safe and easy to use for cyclists and pedestrians, improving the journey times and experience for everyone. • A second vehicular access is a reasonable compromise. However, it must consider active modes at a design stage; efficient access, priority over side roads, dedicated space. Also there should be no through routes between the two vehicular accesses, to prevent rat running and create a safe attractive space for active modes. Filtered |

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| | <p>permeability and bus gates should be used to enable active and public modes have full access to the site.</p> <ul style="list-style-type: none"> • Option B is supported above Option A, but less than Option C. • Cowley Road access would also be greatly improved by opening up the old Network Rail access track as a high quality off road cycle and walking connection. • Priority for cyclists and pedestrians will become increasingly important • Would segregate station and cycling/walking traffic from main employment route. However, the absence of any information about traffic generation means it is impossible to assess the impacts of this option. Increased traffic, including heavy goods traffic will impact upon existing businesses and may prejudice safety of pedestrians and cyclists. |
| Qu36b Vehicular Access and Road Layout (Object) | <ul style="list-style-type: none"> • Minimise car usage and maximise use of rail, bus and cycling. • Do not build any additional roads. • Object to proposal to restrict private car movements on Cowley Road. A Quality Bus corridor is being constructed south of Cowley Road as an extension of the existing CGB. This route should be open to all public transport vehicles both guided and un-guided. The CGB route is sufficient to provide reliable and fast public transport services to the new railway station and the AAP area. High quality cycle facilities can be provided parallel to the existing Cowley Road by utilising the disused Network Rail site access road, without needing to restrict vehicle movements on Cowley Road. • No details about funding necessary before a large quantum of development can take place. This would prioritise sustainable modes of transport suitable for the AAP site if this included a large amount of residential and office uses. Doubtful that those uses can be delivered. |
| Qu36b Vehicular Access and Road Layout (Comment) | <ul style="list-style-type: none"> • Support the focus on walking, cycling and public transport. But to make a route truly attractive for these users, pedestrians should not be forced to share pavement with cyclists and cyclists should have a route separate from the road. There is no reason why this cannot be achieved and it is unclear whether even option B would do this, as Cowley Road will still be narrow even if most of its traffic is removed. What is really needed is a new route away from the road. • The improvements to Cowley Road are supported but sustainable modes of travel along the Milton Road corridor must be catered for to allow reliable journey times from new and existing communities. Any new junction arrangements with Milton Road must be shown to deliver benefits to all but with reference to the hierarchy of users. • There will be an increasing number of users and a wide variety of modes of transport using this area, ranging from pedestrian and cyclists going to the offices and the station, to HCVs accessing the B2, B8 and Sui Generis areas. It is important to have separation between HCVs and other users, not least to ensure the safety of those moving in and through the area. • Priority for cyclists and pedestrians will become increasingly important. • We understand the importance of seeking to separate the heavy industrial traffic from pedestrians and cyclists and have no objection in principle to the creation of a new access road along the southern boundary of the WRC. However, the detail of land ownership will need |

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| | to be explored as some of this appears to be on land in the ownership of Anglian Water. |
| Qu36c Vehicular Access and Road Layout (Support) | <ul style="list-style-type: none"> • Keeping heavy traffic away from any residential development is highly desirable. • HGV route will be needed • Option C is supported above Option A and Option B • Support the provision of a new Heavy Goods Vehicle access parallel and to the north of Cowley Road for industrial, minerals and waste activities only. This vehicle access strategy will significantly reduce heavy good vehicle movements from Cowley Road, allowing the flexibility to create a safer walking and cycling environment for CNFE residents and employees along the Cowley Road corridor. • Support in principle. The creation of a dedicated HGV access to support the existing industries on site is considered to be a positive step in developing the AAP site for an industrial hub. However, there remains substantial concern about the funding and deliverability of such a solution. • The absence of any information about traffic generation means it is impossible to assess the impacts of this option. • Cowley Road should be prioritised for the station, office and any residential traffic. Turnstone agrees that it would be sensible for any heavy goods vehicle (HGV) access to be provided parallel and to the north of Cowley Road, for industrial, minerals and waste activities only. This should not pre-determine that heavy industrial or - for instance - minerals/aggregates uses will be a permanent feature at CNFE, but it would make considerable sense to have appropriate contingencies in terms of access in place right from the very outset. • The provision of a new HGV access to the area would be a major benefit for all industrial, minerals and waste activities taking place in the area. A route separating HGV traffic from traffic accessing the station, office and residential areas would be a major improvement in terms of Health and Safety. It would also reduce congestion and improve the ease and efficiency of access for all concerned. • We understand the importance of seeking to separate the heavy industrial traffic from pedestrians and cyclists and have no objection in principle to the creation of a new access road along the southern boundary of the WRC. However, the detail of land ownership will need to be explored as some of this appears to be on land in the ownership of Anglian Water. |
| Qu36c Vehicular Access and Road Layout (Object) | <ul style="list-style-type: none"> • It would encourage developments which lead to more lorries going to the site. |
| Qu36c Vehicular Access and Road Layout (Comment) | <ul style="list-style-type: none"> • All aggregate lorries should access the site via westbound on-off slips from the A14 and not go onto Milton Road at all. • Access solutions that look to segregate heavy vehicle traffic from more vulnerable users are supported but designs and movement strategies must ensure that the future wholesale redevelopment of the area is acknowledged. • HGV route will be needed. • There will be an increasing number of users and a wide variety of |

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| | <p>modes of transport using this area, ranging from pedestrian and cyclists going to the offices and the station, to HCVs accessing the B2, B8 and Sui Generis areas. It is important to have separation between HCVs and other users, not least to ensure the safety of those moving in and through the area.</p> |
| Qu36d Vehicular Access and Road Layout (Support) | <ul style="list-style-type: none"> • The nearside lane of Milton Road southbound from the interchange should be a Cowley Road only filter lane. • A route for aggregate lorries serving the A14 improvements to come off the A14 westbound directly (left-off, left-on) to fill up at ground level from the aggregate depot, would be a great improvement, so that this activity did not affect the development of the area or traffic on Milton Road. If a left-turn-off left-turn-on route is made west of the railway then it should continue beside the A14 to join with Cowley Road as a dedicated access for heavy lorries headed towards Cambridge. • Cyclists and pedestrians need to be catered for on each and every access road. Should the plan opt for a second access road the Campaign recommends that no through routes for motor vehicles are created between them, preventing the temptation for drivers to rat-run through the development to beat traffic on Milton Road. Flexibility and convenience of routes for active modes must be as good, indeed better, than that available for motorised vehicles. Providing this filtered permeability is crucial for central areas to be attractive for cycling and walking. |
| Qu36d Vehicular Access and Road Layout (Object) | <ul style="list-style-type: none"> • Plan does not seem terribly joined up about road access. The whole question of linkages to the A14 from Fen Road could be readily added into this mix, unsnarling major traffic issues. |
| Qu36d Vehicular Access and Road Layout (Comment) | <ul style="list-style-type: none"> • A route for aggregate lorries serving the A14 improvements to come off the A14 westbound directly (left-off, left-on) to fill up at ground level from the aggregate depot, would be a great improvement, so that this activity did not affect the development of the area or traffic on Milton Road. • Strategic traffic modelling work is required to identify the highway capacity improvements required on the Milton Road corridor and access to the site. Priority needs to be given in the City Deal to funding transport schemes that improve the accessibility of the CNFE site. • Area-wide travel planning should be given greater importance in reducing existing vehicular travel demand by extending the existing Travel Plan Plus scheme. The County Council also needs to undertake further assessment work to understand the impact of the new railway station on the potential for modal shift from car to rail trips in the local area. • Concentrate major highway improvements in the interface where Cowley Road meets Milton Road - to perpetuate a situation of the whole CNFE area being accessed through a single stretch of road wedged between the Innovation Park and the TV building is simply going to exacerbate existing problems. • The quantum of development envisaged through the AAP should be reduced to reflect that which is sustainable in the next five years. This needs to take account of the delivery times for the railway station, |

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| | <p>Guided busway interchange and the Milton Road A10 / A14 access upgrades.</p> <ul style="list-style-type: none"> • Need to widen Milton Road to two lanes southbound, between the Science Park junction and the busway. Congestion approaching the Science Park is already a serious problem, particularly as it often stretches back to the A14. This problem can only become worse if the area is developed, even if the focus is on sustainable transport. • Vehicle access into and out of the CNFE Plan area remains a significant problem. A major new interchange is required for vehicle traffic, with the existing network of footpath and cycleways creating links to the surrounding area. If provision is not materially increased, existing problems will be exacerbated, dissuading landowners from looking at alternative uses and discouraging investors from bringing forward development proposals. • Insufficient detail to comment at this stage. • Cyclists should be considered too and allowed a traffic free approach where the interaction with LGVs/buses is eliminated. This is the chance to prevent the distressing and needless deaths one sees so often in London and the cities. • Bus priority measures are being explored along Milton Road and this is supported in principle. The potential to intelligently use carriageway space in the vicinity of the Science Park should also be explored to respond to changes in tidal demand. • We understand the importance of seeking to separate the heavy industrial traffic from pedestrians and cyclists and have no objection in principle to the creation of a new access road along the southern boundary of the WRC. However, the detail of land ownership will need to be explored as some of this appears to be on land in the ownership of Anglian Water. • In addition to the vehicular options proposed through the CNFE AAP, in order to relieve traffic congestion around the existing A14/Milton Road junction, TTP Consulting have considered whether an additional access from the A14 to the station could be included within the AAP and delivered as part of the redevelopment. Request consideration of this option to address existing and future transport, highways and access issues. • Option depends upon the final option chosen for CNFE, its context of the whole site and not individual land ownerships or phasing. Separation of cyclists and pedestrians from vehicles should be an aim. • All options will require more detailed transport assessment work to understand the transport implications, across all modes, of the proposals including their interrelationship with emerging proposals under development by the County Council as part of the City Deal programme, in particular proposals requiring significant transport intervention for both local, strategic and rail networks. |
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**CHAPTER 9 – QUESTION 37 (a-c):
PARKING AT TRANSPORT INTERCHANGE**

Do you support or object to the proposed Options for parking at the proposed new rail/bus transport interchange, and why?

| Respondents | | Support (incl. qualified) | Object | Comment |
|---|----|--|--------|---------|
| 37a | 7 | 1 | 5 | 1 |
| 37b | 14 | 12 | 0 | 2 |
| 37c | 5 | 0 | 0 | 5 |
| Question | | Key Issues from CNFE Issues and Options consultation | | |
| Qu37a Parking at Transport Interchange (Support) | | <ul style="list-style-type: none"> Low-level car parking facilities | | |
| Qu37a Parking at Transport Interchange (Object) | | <ul style="list-style-type: none"> Object to the current proposed surface car parking layout. The consented layout fails to make best use of the site. It would be difficult to extend or to construct a multi-storey structure on the footprint given the site's shape and proximity to the Bramblefields reserve. Better location for a surface car park is adjacent to the existing main railway line, north of new station building. A conventional rectangular footprint could be used, being more efficient in terms of the number of spaces and providing flexibility to convert to a multi-storey car park if sufficient future demand arises. Short-sighted option; Justification for capacity not provided CNFE Area should maximise developable land in and around the comprehensive transport networks that exist. Support option B | | |
| Qu37a Parking at Transport Interchange (Comment) | | <ul style="list-style-type: none"> Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network. | | |
| Qu37b Parking at Transport Interchange (Support) | | <ul style="list-style-type: none"> Makes better use of the land and not everyone can walk or cycle to the station. Would there be appropriate public transport when the late trains arrive from London? Support a multi-storey car park. Witness the pressure on parking at the main station. Not everyone can walk or cycle. Support the location of a surface car park that makes best use of the overall site. It is recommended that the surface car park is constructed adjacent to the existing main railway line to the north of the new station building. The surface car park could be laid out in a conventional rectangular footprint which is more efficient in terms of the number of spaces and provides flexibility to convert to a multi-storey car park if there is sufficient future demand. Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal | | |

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| | <p>residual impact on the highway network.</p> <ul style="list-style-type: none"> • Important to make best use of the available space • Flexible option with more realistic longer term solution although no details of capacity given • The efficient use of land is supported in this key Cambridge North location where strong sustainable transport links are already in place and will be enhanced between existing and new communities, including Waterbeach New Town. • Will ensure more people have the ability to use the station • Maximises land use, potentially enables a wider range of land uses and should enable more residential development away from the odour footprint. |
| Qu37b Parking at Transport Interchange (Comment) | <ul style="list-style-type: none"> • Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network. • Should consider a multi-storey car park. Cambridge North could, and possibly should be, a new city centre, so we will need considerably more parking than is currently proposed in the future. |
| Qu37c Parking at Transport Interchange (Comment) | <ul style="list-style-type: none"> • The car parking at the Station should be for station users only. The car park should not be operated as a 'park and ride' site for the CGB. • Final proposal should inform car parking provision which has a strong relationship to traffic generation. Need to balance operational needs with encouraging high levels of access by non-car means and supporting sustainable transport access to the site, ensuring minimal residual impact on the highway network. • Adequate provision should be made to preclude overspill parking elsewhere in the area. • The key priority as regards car parking is to ensure that it is provided to a standard and in a way which supports the overall strategy for CNFE. Therefore proper provision needs to be made both for appropriate car parking, but also for public realm befitting of one of the main entrances to CNFE. |

CHAPTER 9 – QUESTION 38 (a-d): CAR PARKING STANDARDS

Do you support or object to the proposed Options for car parking standards, and why?

| Respondents | | Support (incl. qualified) | Object | Comment |
|-----------------------------|--|---------------------------|--------|---------|
| 38a | 7 | 4 | 1 | 2 |
| 38b | 10 | 6 | 3 | 1 |
| 38c | 6 | 1 | 3 | 2 |
| 38d | 9 | 1 | 0 | 8 |
| Question | Key Issues from CNFE Issues and Options consultation | | | |
| Qu38a Car Parking Standards | <ul style="list-style-type: none"> • Parking standards should not be more onerous than in the rest of the city especially given the location on the edge of the settlement. • This is the least worst Option | | | |

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| (Support) | <ul style="list-style-type: none"> • Should include CCC adopted car parking standards and cycle parking standards. • The Crown Estates are planning to improve the amount of cycle parking provision and quality at CBP, and hope to deliver on this initiative within 2015, again this is part of their Sustainability Action Plan. |
| Qu38a Car Parking Standards (Object) | <ul style="list-style-type: none"> • The car parking restrictions in appendix L8 of the referenced documents are far too tight - see what has happened about car parking in Orchard Park |
| Qu38a Car Parking Standards (Comment) | <ul style="list-style-type: none"> • Brookgate support the use of car parking standards across the whole area that are more restrictive than the car parking standards policy set by the Cambridge City Council car parking standards, to reflect the highly sustainable location. The current policy however forms a useful starting point in discussions over car parking levels. • Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network. • More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks |
| Qu38b Car Parking Standards (Support) | <ul style="list-style-type: none"> • In the future cars should not be the primary mode of transport. • Support more restrictive car parking standards across the whole area to reflect the highly sustainable location. Transport modelling work will assist in determining the appropriate levels of car parking taking into account the site accessibility and proposed land-uses. It should be recognised that car parking levels particularly for commercial development should not be set too low as it may make development unattractive to potential tenants, particularly given the high car parking levels consented on adjacent established commercial development sites. The under-provision of car parking could also lead to off-site overspill parking. • Consideration to be given to this to reflect sustainability of location • Restricting car parking standards across the whole area will reflect the area's highly sustainable location. • Enabling active and public transport must be the focus for this development. Restrictions on private motor use are part of achieving this mode shift. • Sensible approach to maximise more sustainable forms of transport as well as encouraging employers to support more sustainable forms of transport for travel to work. |
| Qu38b Car Parking Standards (Object) | <ul style="list-style-type: none"> • Even tighter restriction for residential accommodation would be ridiculous (see answer to 38a). However, there is a need to ensure that parking intended for residents and their visitors isn't usurped by station and business users. Therefore such parking should not be "on-street" but within the confines of each property, in order to avoid having to pay for a "residents' parking scheme". • Encourages on-street parking, competition for spaces and does not reduce car usage, just displaces it. |

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| | <ul style="list-style-type: none"> • This is the worst option |
| Qu38b Car Parking Standards (Comment) | <ul style="list-style-type: none"> • Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network. • More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks |
| Qu38c Car Parking Standards (Support) | <ul style="list-style-type: none"> • Support only providing displacement of station area parking is carefully controlled to prevent problems elsewhere. |
| Qu38c Car Parking Standards (Object) | <ul style="list-style-type: none"> • As experience in the rest of Cambridge has shown, if you stop people parking in one place or charge for it they will just move to parking somewhere nearby (even, it seems, on double yellow lines). Therefore you have no option but to either provide entirely adequate car parking facilities for those who want to park, or to provide car parking facilities on individual properties that are owned by the residents. • Brookgate object to a 'tiered' approach to car parking standards based on the proximity to the station. The success of the whole AAP will in part be based on linking the benefits of the new station and the extension of the CGB with the whole AAP site through a variety of sustainable transport measures including encouraging walking, train/cycle, shuttle buses and other innovative solutions which will allow the whole allocation (and the wider area) to shift from car dominated transport to other modes. • This is the second worst Option |
| Qu38c Car Parking Standards (Comment) | <ul style="list-style-type: none"> • More focus on public transport • Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network. • More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks |
| Qu38d Car Parking Standards (Support) | <ul style="list-style-type: none"> • It is entirely appropriate for the Plan to acknowledge that car parking in and around a new CNFE area will be an important part of any new development. This is particularly the case where existing employment areas have established patterns of movement and car parking which seek to meet the needs of users. We acknowledge that owners and tenants of existing buildings will perhaps need a more stringent car parking management system in place to ensure that there is no abuse of the spaces within their control. |
| Qu38d Car Parking Standards | <ul style="list-style-type: none"> • Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable |

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| (Comment) | <p>transport, ensuring minimal residual impact on the highway network.</p> <ul style="list-style-type: none"> • More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks • A balanced approach is required recognising the accessibility of the site by non-car modes but also the need to provide appropriate levels of operational car parking. Further modelling work should be undertaken to inform the car parking standards for each of the land uses proposed on the CNFE site. • It is important that any new developments which do come forward do not compound existing parking problems. Land owners such as St John's College along with their tenants may well need a more stringent car parking management system to ensure proper controlled parking in the instance where new significant development is coming forward. • All the options fail to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station. This replicates the horrendous conditions at Cambridge railway station where vehicles pick up and deposit people just a couple of metres from the front door, creating a fume-filled and dangerous approach, frequently gridlocked and preventing buses from completing a turning round a small roundabout. This delays the buses from arriving at their stops, delays the public travelling on them and makes it the poor relation. • Consideration to be given to reflect sustainability of location • No preference on the three options but it is relevant that car use can be further discouraged by ensuring sustainable links are secured to existing and planned communities, including Waterbeach New Town. A relationship between accessibility and parking provision is a sensible and pragmatic approach. Any adopted parking standards need to consider the volume of vehicles that this could in turn generate and the implications for traffic and transport along the important Milton Road corridor. • Turnstone agrees that appropriate levels of car parking must be planned for as part of the CNFE development. However, parking associated with the railway station must not, under any circumstances, interfere with the need to create a proper entrance/arrival point to CNFE, and therefore parking should not be delivered for cars at the expense of high quality provision for bicycles, bus interchange and public realm. • Crown Estate do not support a restriction in car parking standards or further cycle parking spaces. |
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CHAPTER 9 – QUESTIONS 39 (a-d): CYCLE PARKING PROVISION

Do you support or object to the proposed Options for cycle parking standards, and why?

| Respondents | Support (incl. qualified) | Object | Comment |
|-------------|---------------------------|--------|---------|
|-------------|---------------------------|--------|---------|

| 39a | 4 | 2 | 1 | 1 |
|---|---|----|---|---|
| 39b | 12 | 10 | 1 | 1 |
| 39c | 8 | 5 | 2 | 1 |
| 39d | 5 | 0 | 0 | 5 |
| Question | Key Issues from CNFE Issues and Options consultation | | | |
| Qu39a Cycle Parking Provision (Support) | <ul style="list-style-type: none"> The standards have been successfully used on the CB1 development, a similar highly sustainable transport hub. The Crown Estate support Option A for the CNFE AAP to include CCC adopted car parking standards and cycle parking standards. The Crown Estate are planning to improve the amount of cycle parking provision and quality at CBP, and hope to deliver on this initiative within 2015, again this is part of their Sustainability Action Plan. | | | |
| Qu39a Cycle Parking Provision (Object) | <ul style="list-style-type: none"> Sustainable location given existing and new cycleway links, therefore adequate provision needed which is likely to exceed local plan standards. | | | |
| Qu39a Cycle Parking Provision (Comment) | <ul style="list-style-type: none"> Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network. More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks | | | |
| Qu39b Cycle Parking Provision (Support) | <ul style="list-style-type: none"> The more available cycle parking there is the more attractive and convenient this area will be for cycling to & from CNFE. Providing even greater amounts of cycle parking that are expected to be used seems an appropriate way to encourage people to use cycles. If you are hoping that some workers will arrive by train and then cycle to locations on the Science Park, then you need to provide sufficient secure cycle storage to enable people to leave their cycles at the station overnight and at weekends. A higher standard of cycle parking will be needed and it would be absurd to create a pleasant cycling environment but not require there to be enough spaces for all potential users. New cycleways will encourage more cycling and therefore higher level of provision likely. Consideration to be given to higher standard to reflect sustainability of location. This would be more likely to maximise the potential for employees and visitors to travel by bike, for example between Waterbeach New Town and the CNFE Area. The Campaign supports Option B: higher cycle parking standard across the whole area to reflect the highly sustainable location. High-quality, easily accessible and available cycle parking throughout the site is entirely appropriate for enabling high cycling use at all destinations - employment, residential and the station. The Campaign also recommends secure, covered cycle parking in residential areas as these reduce theft and deterioration of residents' bikes. | | | |

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| Qu39b Cycle Parking Provision (Object) | <ul style="list-style-type: none"> Brookgate object to higher cycle parking standards as the current standards are sufficient to deal with the likely demand for cycle parking in areas with good cycle infrastructure and connectivity. |
| Qu39b Cycle Parking Provision (Comment) | <ul style="list-style-type: none"> Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network. More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks |
| Qu39c Cycle Parking Provision (Support) | <ul style="list-style-type: none"> I would also like to see cycle lockers as an option in the station cycle parking areas. To encourage cycling, it will be essential to have sufficient, safe, well-lit, adequately roofed cycle parking We would also like to see cycle lockers as an option in the station cycle parking areas. The station will inevitably be used for commuting and encouraging travel to the station by cycle should be supported and provided for. The Guided Busway links will also encourage the use of cycling from possibly further than may otherwise be the case. |
| Qu39c Cycle Parking Provision (Object) | <ul style="list-style-type: none"> Brookgate object to a 'tiered' approach to cycle parking standards based on the proximity to the station. The success of the whole AAP will in part be based on linking the benefits of the new station and extension of the CGB with the whole AAP site through a variety of sustainable transport measures including encouraging walking, train/cycle, shuttle buses and other innovative solutions which will allow the whole allocation (and the wider area) shift from car dominated transport to other modes. New cycleways will encourage more cycling and therefore higher level of provision likely. |
| Qu39c Cycle Parking Provision (Comment) | <ul style="list-style-type: none"> The ability to park a cycle in a safe, secure, and convenient location is a key aspect of encouraging and supporting travel by bike. Cycle parking provision at least in line with standards will be required. However, further more detailed analysis will be needed on cycle mode share and targets to determine an appropriate level that maximises cycle access to the area. This is likely to confirm a level of provision in excess of standards given the high levels of non-car mode split likely to be required. |
| Qu39d Cycle Parking Provision (Comment) | <ul style="list-style-type: none"> The City Council have a preference for cycle parking to be provided using Sheffield Stands. Increasingly double stacking racks are being installed and used at rail stations and are widely used new residential and non-residential developments. Double stackers provide added benefits, maximising cycle parking provision and making the most efficient use of limited space. It is suggested that the Cambridge City cycle parking standards are updated to reflect the increased use and popularity of double stackers. The provision of a high proportion of cycle parking using double-stackers would maximise the efficient use of the CNFE site. Consideration to be given to higher standard to reflect sustainability of |

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| | <p>location</p> <ul style="list-style-type: none"> • In order to achieve the modal share targets envisaged, high levels of cycle parking provision will be required. As a starting point the standards in the emerging Local Plan (Policy 82 and Appendix L) should be adopted, but Turnstone agrees that there may be scope for higher levels of provision in close proximity to the railway station interchange. • Car parking provision has a strong relationship to traffic generation. Need to balance operational needs of the site, with encouraging high levels of access by non-car means and supporting sustainable transport, ensuring minimal residual impact on the highway network. • More detailed consideration of parking numbers and approach to parking provision, will be required including detailed assessment of non-car trip patterns, mode split targets, the relationship to standards, potential for shared use of parking across different land uses and impacts of traffic on networks • Object to further cycle parking spaces. |
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CHAPTER 9 – QUESTION 40: MOVEMENT, SEVERANCE AND PERMEABILITY

What further provision should be made to improve the cycle and pedestrian environment in the Cambridge Northern Fringe East area, and are there any other pedestrian and cycleway linkages that are important and you wish to be included in the plan?

| Respondents | Support (incl. qualified) | Object | Comment |
|---|---|--------|---------|
| 25 | 2 | 1 | 22 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu40 Movement, Severance & Permeability (support) | <ul style="list-style-type: none"> • Off-site connections are crucial for enabling a high cycling and walking mode share. These should have separate provision for each mode - no shared use. Priority over side accesses. Separated from motor traffic. Direct (not multi-stage) protected crossings at off side junctions. • Major connections to consider: Jane Coston bridge; Northern Guideway; Fen Road (through Chesterton Sidings Triangle); Cowley Road (need to ensure Network Rail track is protected from development to use as cycle and pedestrian access to station); Chisholm trail (including bridge). • Suggest that filtered permeability (full access for sustainable modes, no through routes for motor vehicles) is used throughout the development, to create an attractive environment for cycling and walking free from the noise and pollution of through traffic. | | |
| Qu40 Movement, Severance & Permeability (object) | <ul style="list-style-type: none"> • The North Area (including Science Park) is dis-joined in cycling planning. Cycle routes should also be better joined up to create more safe, segregated cycling. The question of bridges and river crossings in Chesterton should be addressed as part of this plan - people still face a nightmare-ish commute north of the river to these re-generated areas. | | |
| Qu40 Movement, | <ul style="list-style-type: none"> • Consider pedestrian and cycling infrastructure as two separate priorities, and keep pedestrian/cycle routes separate. In all cycling | | |

| | |
|------------------------------------|---|
| Severance & Permeability (comment) | <p>infrastructure cyclists should be given the same right-of-way as vehicular traffic - new cycle routes should not be broken up by side roads.</p> <ul style="list-style-type: none"> • Look at the following routes into the area: Milton Road; Green End Road; Fen Road. • Improvement to cycling infrastructure here should be considered as part of the plan, encouraging more people to travel by bike. • Make Network Rail's disused private access road from Milton Road to Chesterton sidings a public footpath and cycleway for travelling to and from the new railway station. This would be more pleasant and convenient than the pedestrian and cycle route currently proposed for Cowley Road. • The Crown Estate could install side entrances on the North side of the Cambridge Business Park to shorten the walk between offices on the Cambridge Business Park and the new railway station and encourage travel to the Cambridge Business Park by train. • There should be a new bridge over the river for cyclists to reach the station directly from the Abbey area. I believe this has already been discussed and I hope approved. • Cycling along Fen Road should be made safer; I think there are already proposals for this. • Access should be available between the newly pedestrianised Cowley Road and the Business Park to avoid the need to walk all the way up to Cowley Road if pedestrians are coming from the south. Initially this could be at the very end of the Business Park, with additional access to the side once the area there gets developed. • Provide more connections to the North and East of the area: a cycle tunnel under the A14 near the railway into Milton Country Park, and a level crossing link to Fen Road and onwards to the River Cam via Grassy Corner. • Safeguard the old Network Rail (Lafarge) track on the south side of the First Public Drain as a dedicated cycle path to the station. • These ideas need careful thought to provide suitable access for everyone. Local consultation would be desirable. • Provide a direct route (avoiding all the junctions off Milton Road) from the Jane Coston Bridge to the railway station. • CNFE should deliver improvements to the Milton Road corridor and the Jane Coston Bridge corridor, improving cycle access to the CNFE site and improving connections northwards to Milton village. • The City Deal should deliver the Chisholm Trail to improve cycle connectivity to the south along with good quality local links into Chesterton. • High quality cycle facilities could be provided parallel to the existing Cowley Road by utilising the disused Network Rail site access road to help improve links to Milton Road and the existing Science Park. • Links from the Jane Coston bridge are very important, both to the new station and to Milton Road (where the existing path has much scope for improvement). • Any considerations for further provision of cycle and pedestrian access in CNFE should take account of both the existing and planned mineral and waste activities in the area and the importance of separation between HCVs and other users. |
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- The carpark should be sited a minimum of 100 metres away from the new station in order to improve safety and air quality for pedestrians and cyclists. A covered walkway could be provided, if one is also provided from public transport users - but priority must be given to pedestrians and users of public transport (excludes taxis). Similarly, a taxi rank should not be any closer than 100 metres to allow space for ordinary and guided buses.
- Support the need to maximise linkages, but there are insufficient details to assess proposals fully at this stage.
- There are economic and environmental benefits in ensuring CNFE has sustainable links not only to existing residential neighbourhoods but also planned new communities. The AAP should set out how CNFE will contribute to securing and/or enhancing cycle links to the proposed Waterbeach New Town. Specifically cycle links along the River Cam, through Milton, between the Jane Coston Cycle Bridge and the CNFE and also along any future bus priority routes - especially along the Chisholm Trail to connect to the future busway links under the A14.
- Support for proposed attention to cycle improvements linked to Chisholm Trail and Milton Road.
- Consideration needs to be given to how cycling and walking linkages could be improved to the north of the area, specifically linking to Milton Country Park and the River Cam/Hailing Way.
- A further pedestrian / cycle tunnel under or bridge over the A14 to the West of the River Cam and East of the existing Coston Cycle Bridge would bring significant benefits.
- Good pedestrian/cycle links are required for all the surrounding areas such as Milton via Jane Coston Bridge, Chesterton via the sidings triangle, and Abbey/Fen Ditton via the planned Chisholm Trail river bridge.
- The AAP must recognise existing cycle infrastructure which exists in the area, and must consider the scope that may exist for enhancing this.
- There are important links to the CNFE area from the north, via the Jane Coston Bridge, and possibly up from the River Cam corridor. Adequate provision must be provided in terms of wide cycle paths, etc, but also these gateways are made as attractive as they possibly can be.
- Good linkages for pedestrians and cyclists and, potentially, horse riders should be achieved to the eastern boundary of the site linking with the River Cam Corridor (and its special neighbourhood) and Milton Country Park (including proper wide tunnel etc under or bridge over the A14 adjacent to the River Cam).
- Effective and sympathetic solutions need to be found to link with existing neighbourhood to south of the new Guided Bus Route and the River Cam / Chisholm Cycle Trail.
- Support for access between the new railway station and existing offices in the AAP, specifically Cambridge Business Park. Potential pedestrian/cycle access options, supported by Business Park occupiers have previously been worked up by Scott Brownrigg and HED and are enclosed for information. We would therefore like to see these options included within the next stage of the AAP.

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| | <ul style="list-style-type: none"> • The proposals should not go ahead unless as part of the scheme a cycle footway is provided on Network Rail land alongside Cowley Road. The scheme needs a safe route for cyclists and pedestrians; the Cowley Road footpath as proposed would have the entrances across it. • The strategy must focus on connectivity with key destinations lying to the south and north, including accessibility to CNFE itself and as part of the wider corridor, including the link between Waterbeach new town (via Jane Coston Bridge) and the city centre. In addition, the opportunity for linking the Chisholm Trail northwards through CNFE to the Milton Country Park via the rail corridor should also be taken. |
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CHAPTER 9 – QUESTION 41 (a-c): SUSTAINABLE DESIGN & CONSTRUCTION & FLOOD RISK

Do you support or object to the proposed Options on sustainable design and construction, and flood risk?

| Respondents | | Support (incl. qualified) | Object | Comment |
|--|----|--|--------|---------|
| 41a | 8 | 3 | 2 | 3 |
| 41b | 14 | 7 | 2 | 5 |
| 41c | 5 | 0 | 0 | 5 |
| Question | | Key Issues from CNFE Issues and Options consultation | | |
| Qu41a Sustainable Design & Construction & Flood Risk (support) | | <ul style="list-style-type: none"> • Development should not be more expensive than elsewhere in the City. Should comply with policy which complies with NPPF or other national standards. • Anglian Water support option (a) which proposes that the CNFE area relies upon Local Plan policies related to climate change and sustainable design and construction. | | |
| Qu41a Sustainable Design & Construction & Flood Risk (object) | | <ul style="list-style-type: none"> • Support Option B. | | |
| Qu41a Sustainable Design & Construction & Flood Risk (comment) | | <ul style="list-style-type: none"> • Due to the constant changes in Building Regulations requirements and with regards to sustainability, standards targets are unrealistic at such an early stage of policy formation. The relevant Building Regulations standards will be imposed at the point of delivery on the ground. • Support for Option A. Creating a specific and potentially more onerous policy framework for the CNFE would be strongly objected to by St John's College, assuming that their landholdings would fall within the Plan area. • Rely on Local Plan policies related to climate change and sustainable design and construction. | | |

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| <p>Qu41b Sustainable Design & Construction & Flood Risk (support)</p> | <ul style="list-style-type: none"> • This is the future so let's do it now. • In view of the low-lying nature of this area and the flood map which shows very flood-prone areas just between here and the river, it is essential that SuDS do not discharge water into the ground. There are gravels under the wider area which have been extracted in places, and water runs under the railway and out at ground level on Chesterton Fen in places. As much rainwater as possible to be used on-site. • The AAP does not mention stormwater retention, balancing ponds to achieve greenfield runoff (or sewage farm runoff) rates etc. This must be addressed. • Support the proposal for redevelopment in the vicinity to be above the existing standards identified within the Local Plan policies. SuDS should also consider the improvement of water quality as a key feature. • BREEAM is the standard CNFE should be working to. • Support for proposals to develop policies for renewable and low carbon energy generation and sustainable design and construction. Recommendation that these should be worded to ensure benefits for the natural environment are maximised. • Support. Given the reputation of the adjoining Science Park and the likely employment uses within CNFE, it is considered that aspiring to high levels of sustainable design should be expected, although this may in itself be driven as much by occupier demand as policy. |
| <p>Qu41b Sustainable Design & Construction & Flood Risk (object)</p> | <ul style="list-style-type: none"> • Adds further onerous requirements to costs. Should comply with policy which complies with NPPF or other national standards. • Anglian Water support option (a) which proposes that the CNFE area relies upon Local Plan policies related to climate change and sustainable design and construction. |
| <p>Qu41b Sustainable Design & Construction & Flood Risk (comment)</p> | <ul style="list-style-type: none"> • Concern that this is a Flood Zone 1 area. • It is vital that rainwater run-off is controlled and contained such that it does not seep through the underlying gravels to flood the residential and industrial properties on Fen Road to the east, which lie at a lower level. The groundwater is already very close to the surface on Fen Road and frequently floods. • Due to the constant changes in Building Regulations requirements and with regards to sustainability, standards targets are unrealistic at such an early stage of policy formation. The relevant Building Regulations standards will be imposed at the point of delivery on the ground. • At present the proposal to develop a bespoke sustainable design and construction policy for CNFE through Option B seeks a minimum BREEAM standard of 'excellent' for all 'new non-residential development' under point (a). As 'new non-residential development' would include future mineral and waste applications, where operations can be designed without the need for a building, question whether a minimum standard of BREEAM excellent is relevant in these circumstances? As such we would recommend that point (a) is reworded to make reference to non-residential built development in the form of offices and industrial units etc. which excludes mineral and waste uses |

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| | <ul style="list-style-type: none"> Support exploration of bespoke policies for CNFE subject to viability. |
| Qu41c Sustainable Design & Construction & Flood Risk (comment) | <ul style="list-style-type: none"> The AAP does not mention stormwater retention, balancing ponds to achieve greenfield runoff (or sewage farm runoff) rates etc. This must be addressed. Due to the constant changes in Building Regulations requirements and with regards to sustainability, standards targets are unrealistic at such an early stage of policy formation. The relevant Building Regulations standards will be imposed at the point of delivery on the ground. The AAP should rely on policies in the emerging Cambridge Local Plan 2014 (proposed submission), as these will have been subjected to independent scrutiny by the Local Plan Inspector. There is no basis for more exacting standards being applied in the case of development within the CNFE area. In view of the low-lying nature of this area and the flood map which shows very flood-prone areas just between here and the river, it is essential that SuDS do not discharge water into the ground. There are gravels under the wider area which have been extracted in places, and water runs under the railway and out at ground level on Chesterton Fen in places. As much rainwater as possible to be used on-site. The AAP does not mention stormwater retention, balancing ponds to achieve greenfield runoff (or sewage farm runoff) rates etc. This must be addressed. Anglian Water support option (a) which proposes that the CNFE area relies upon Local Plan policies related to climate change and sustainable design and construction. |

CHAPTER 9 – QUESTION 42: RENEWABLE & LOW CARBON ENERGY GENERATION

Do you support or object to the proposed approach on renewable and low carbon energy generation, and why? If you have other policy option suggestions for renewable and low carbon energy generation please add your suggestions.

| Respondents | Support (incl. qualified) | Object | Comment |
|--|--|--------|---------|
| 15 | 8 | 0 | 7 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu42 Renewable & Low Carbon Energy Generation (support) | <ul style="list-style-type: none"> It has to be done to protect the future. It would be irresponsible to ignore energy efficiency and generation with new buildings. Site wide provision of energy generation gives economies of scale, but needs careful consideration re technologies promoted to ensure no adverse impacts. Anaerobic digester proposals must fit with surrounding uses. These types of schemes need encouragement. Support for proposals to develop policies for renewable and low carbon energy generation and sustainable design and construction. <p>Recommendation that these should be worded to ensure benefits for</p> | | |

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| | <p>the natural environment are maximised.</p> <ul style="list-style-type: none"> • CNFE may present opportunities for a site wide approach to renewable and low carbon generation. It may be that this is not completely site wide but it should certainly be considered for substantial areas, for example, combined heat and power plants. While phasing may be challenging in terms of capacity in the early stages, consideration to such provision should be made. • With regard to waste processing facilities, further work in this respect would be supported. |
| Qu42 Renewable & Low Carbon Energy Generation (comment) | <ul style="list-style-type: none"> • Some sort of CHP plant may be appropriate. However, a municipal organic waste processing could be a very antisocial neighbour - put these away from residential areas. • Objection to anaerobic digestion facilities (option B) as these can be very smelly. Support for every building having integral solar PV generation tiles, high quality insulation and double glazing. • Developments should be required to meet the current Building Regulations standards at the point of delivering the development. The removal of the requirement to achieve a 10% reduction due to Low or Zero Carbon standards (LZC's)/passive solar design is however welcome. It would be useful to clarify what is meant by suitable LZC's for the area. All technologies should be technically and economically viable. • The requirement for new waste management processing facilities to carry out a feasibility study for the potential for anaerobic digestion is onerous and inappropriate. The waste management uses proposed for this area through the adopted Cambridgeshire and Peterborough Minerals and Waste Plan are a Household Recycling Centre (dealing with bulky household waste items) and a permanent inert waste recycling facility; neither of these facilities would be treating organic municipal waste. The only suitable location for anaerobic digestion would appear to be the Water Recycling Centre where sludge treatment works, involving the importation of sludge from elsewhere, is already in place. • Support approach but object to anaerobic digestion in this location due to potential impacts on quality of new community and amenity. • There is no reason why the AAP should not reference the potential desirability of an area based approach towards renewables and low carbon energy generation. However, it may be inappropriate to be overly prescriptive on this particular issue. |

CHAPTER 9 – QUESTION 43: HEALTH IMPACT ASSESSMENT

Do you support or object to the proposed approach on Health Impact Assessments, and why?

| Respondents | Support (incl. qualified) | Object | Comment |
|--------------------|--|--------|---------|
| 7 | 6 | 1 | 0 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu43 Health Impact | <ul style="list-style-type: none"> • Sensible and an example for the future. • Approach is supported for residential and office/industrial built | | |

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| Assessment (support) | <p>development; However, prudent to require a Full Health Impact Assessment for all residential development given the mixed use of the area, especially if residential development is located in proximity to the Water Recycling Centre and/or aggregates railheads and other uses which have the potential to give rise to amenity issues.</p> <ul style="list-style-type: none"> • In the case of future minerals and waste development on CNFE, where activities may largely be conducted outside of a building and are considered compatible with the existing surrounding minerals and waste uses, this should be acknowledged within the proposed approach. It is therefore recommended that the proposed approach is strengthened in relation to residential development and remains as identified for office type built development, with an acknowledgement that minerals and waste uses are excluded from this requirement. • The requirement of requiring a health impact assessment is supported. • The concept of requiring a Health Impact Assessment accords with the South Cambridgeshire local plan (current and proposed) and with the Cambridgeshire Health and Wellbeing Strategy. • Support - Support. The odour footprint needs to be updated following the recent investment in the Water Recycling Centre so that the information and odour zones are up to date. |
| Qu43 Health Impact Assessment (object) | <ul style="list-style-type: none"> • The requirement for a Health Impact Assessment is overly onerous and is not currently required, or proposed to be required, by Cambridge City Council. The CNFE area is a part of Cambridge City and it is not considered necessary to introduce additional requirements for the production of HIA's in support of planning applications. The production of HIA's incurs additional costs/time which will not assist developers to efficiently deliver the necessary projects required to regenerate the CNFE area. Local Plan policies/EIA requirements already result in the provision of sufficient supporting information for planning applications. |

CHAPTER 9 – QUESTION 44: ALTERNATIVE POLICY APPROACHES

Are there alternative policy approaches or policy options you think we should have considered?

| Respondents | Support (incl. qualified) | Object | Comment |
|---|---|--------|---------|
| 4 | 0 | 0 | 4 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu44 Alternative Policy Approaches (comment) | <ul style="list-style-type: none"> • Bramblefields and Jersey Cudwell need to be protected. • A redevelopment Option 2a, as submitted in answer to Q14 of this consultation, should be considered. Option 2a facilitates a significantly greater number of dwellings near the station, increased Offices/R&D provision with associated increase in job creation and an increased amount of new informal open space. The land is utilised more efficiently, with a balanced mix of land uses at densities which make the best use of the highly sustainable location. A hotel is proposed adjacent to the station and overall early delivery remains | | |

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| | achievable. The submitted plan provides further detail. |
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CHAPTER 9 – QUESTION 45: DEVELOPMENT MANAGEMENT POLICIES

Are there any other policy areas that need to be specifically addressed in the Area Action Plan rather than relying on the Local Plans?

| Respondents | Support (incl. qualified) | Object | Comment |
|-------------|---------------------------|--------|---------|
| 9 | 0 | 0 | 9 |

| Question | Key Issues from CNFE Issues and Options consultation |
|--|---|
| Qu45 Development Management Policies (comment) | <ul style="list-style-type: none"> • There should be frequent and reliable bus, cycle and pedestrian access to the new Cambridge North station to encourage all residents of North Cambridge to leave cars at home. • A footpath (plus possibly cycle path) from the station to Green End Road would help many local residents to reach the station on foot (or cycle). • Provision must be made for all Cambridge residents to be able to access the new station by public transport. • Consideration must be given to the Private Rented Sector (PRS) market and the contribution which it can make to the successful regeneration of the CNFE area. The Local Plans do not provide sufficient policy support for the provision of PRS and it is essential that the AAP addresses this shortfall. There is an ever increasing market demand for PRS and it will play a key role in meeting the housing shortfall in Cambridge City and the surrounding area. The CNFE area provides a unique and sustainable opportunity to accommodate PRS schemes and the AAP should reflect this. • Phasing of development and the need to review the AAP should development not be meeting with market demands. • Include an Appendix which might list all of the policies in the adopted Local Plan to which regard will need to be had when individual applications are made for development within the CNFE area. • Best practice design for cycling in new developments is fully outlined in Making Space for Cycling, a national guide which is backed by every national cycling advocacy organisation (see http://www.makingspaceforcycling.org/). Support for incorporating the design principles outlined in this document into the planning process for the CNFE AAP. • Appendix 2 includes 'Cambridge WRC: Comparative Odour Potential Assessment 2014'. This should be removed from the AAP. It is not an appropriate guide to the encroachment risk posed by potential new development as it is based on indicative emissions rates for the type of processes that will be installed. Once the new plant is commissioned and actual emissions can be measured we will be able to model the odour impact with more certainty. The Odour Dispersion Modelling Report dated August 2012 is the only applicable evidence to inform the AAP on this issue. • This document does not adequately address the issues of formal |

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| | <p>open space provision for sport. Depending on the number of residential units proposed, there will be a policy requirement to provide formal recreation space for outdoor sport to local policy standards. On a tight urban site such as this it may not be appropriate to provide such facilities on site, but provision should be made for suitable off-site provision to meet the need generated by the new residents of this area.</p> <ul style="list-style-type: none"> • The site must be viewed as one comprehensive scheme, carefully planned and phased, with opportunities taken to maximise the capacity of the site but in a sustainable way. Much of the phasing and works will be market driven as and when demand is available and there needs to flexibility to recognise this, certainly around the timing of various elements and possibly over time of land use allocation. This should, however, reflect a medium to long term view, not short term. • The transport strategy is a key part of this and this extends beyond the Guided Busway and the railway station, which provide an excellent foundation in this respect. Piecemeal and incremental infrastructure improvement should be avoided to bring the whole site forward in a timely and cohesive way. |
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CHAPTER 10 – QUESTION 46: INFRASTRUCTURE

Do you support or object to the Councils' views on Infrastructure, and why?

| Respondents | Support (incl. qualified) | Object | Comment |
|-------------------------------------|--|--------|---------|
| 10 | 2 | 2 | 6 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu46 Infrastructure (Support) | <ul style="list-style-type: none"> • Support for this option | | |
| Qu46 Infrastructure (Object) | <ul style="list-style-type: none"> • Need to identify: <ul style="list-style-type: none"> ○ infrastructure requirements; and ○ viable and appropriately phased funding streams • More specific approach required, in particular with the consolidation/relocation of the Waste Water Treatment Works (WWTW) | | |
| Qu46 Infrastructure (Comment) | <ul style="list-style-type: none"> • Delivery of the AAP needs to minimise the upfront infrastructure costs associated with the early phases of the CNFE to improve overall deliverability. • Obligations need to be clearly set out to ensure parity with the site and the city • Consideration of the aggregates railhead should be included in AAP | | |

**CHAPTER 10 – QUESTION 47 (Options A or B):
PHASING & DELIVERY APPROACH**

Do you support or object to the proposed Options on phasing and delivery approach, and why?

| Respondents | | Support (incl. qualified) | Object | Comment |
|-------------|----|---------------------------|--------|---------|
| 47a | 8 | 4 | 2 | 2 |
| 47b | 11 | 3 | 5 | 3 |

| Question | Key Issues from CNFE Issues and Options consultation |
|---|--|
| Qu47 Option A Phasing & Delivery Approach (Support) | <ul style="list-style-type: none"> General support for Option A |
| Qu47 Option A Phasing & Delivery Approach (Object) | <ul style="list-style-type: none"> Support Option B Option A will encourage ad-hoc development with best options for the early phase and less viable options for later phase |
| Qu47 Option A Phasing & Delivery Approach (Comment) | <ul style="list-style-type: none"> Without proper infrastructure in place with new development existing traffic using the area will be affected |
| Qu47 Option B Phasing & Delivery Approach (Support) | <ul style="list-style-type: none"> Support for Option B Good master-planning needed including 'participatory master-planning' and urban design best practice Need an integrated approach with all upfront design and clear financing agreed |
| Qu47 Option B Phasing & Delivery Approach (Object) | <p><i>Option B:</i></p> <ul style="list-style-type: none"> a more drawn out process Abrogates framework to potential private developer and amendments to AAP. could severely impact on delivery of vision and objectives for the CNFE <p><i>Masterplan</i></p> <ul style="list-style-type: none"> The requirement of 1st planning application / phase 1 to produce a masterplan for the whole APP is overly onerous, hindering phase 1, deliverability and reducing flexibility. Required masterplan for the whole area unnecessary Difficult to understand why a developer of any area of land within the Plan should be made responsible for providing a masterplan for the whole of the area. <p><i>Phasing</i></p> <ul style="list-style-type: none"> Phase1 should demonstrate that it can integrate with future phases of development and policy should be flexible enough to facilitate this. Phasing plan unnecessary |

| | |
|---|--|
| | <ul style="list-style-type: none"> Unclear where the first phase of development will take place No information regarding phased approach to the development. The redevelopment options are not phasing plans <p><i>Development framework</i></p> <ul style="list-style-type: none"> The development framework should be provided within the AAP, with apportionment of infrastructure requirements identified. The AAP should provide the principles for a development framework against which a specific phase of redevelopment can come forward as part of its own individual, detailed planning application. <p><i>Other</i></p> <ul style="list-style-type: none"> The Council need to ensure that all of landowners have been fairly and comprehensively consulted. |
| Qu47 Option B Phasing & Delivery Approach (Comment) | <ul style="list-style-type: none"> Without proper infrastructure in place with new development, existing traffic using the area will be affected |

CHAPTER 10 – QUESTION 48: PLAN MONITORING

Do you have any comments on Plan Monitoring?

| Respondents | Support (incl. qualified) | Object | Comment |
|--------------------------------|--|--------|---------|
| 7 | 1 | 0 | 6 |
| Question | Key Issues from CNFE Issues and Options consultation | | |
| Qu48 Plan Monitoring (support) | <ul style="list-style-type: none"> Support (1) | | |
| Qu48 Plan Monitoring (Comment) | <ul style="list-style-type: none"> CNFE within a statutory safeguarding aerodrome height consultation plan; the MOD requests being consulted with any planning applications within this area to ensure no development exceeds 15.2m to ensure tall structures do not disrupt or inhibit air traffic operations on site. Monitoring needs to be quantifiable and clearly demonstrable if policies are delivering objectives and City's needs. Failure to meet objectives should lead to alternative development options being considered. | | |

CHAPTER 10 – QUESTION 49: ANY OTHER COMMENTS

Do you have any other comments about the CNFE area and/or Area Action Plan? If you wish to make suggestions, please provide your comments.

| Respondents | Support (incl. qualified) | Object | Comment |
|-------------|---------------------------|--------|---------|
| 19 | 0 | 1 | 18 |

| Question | Key Issues from CNFE Issues and Options consultation |
|-----------------------------------|--|
| Qu49 Any Other Comments (object) | <ul style="list-style-type: none"> • Serious public money needs to be invested. • Inaccessible location • Anglian Water sewage works and railway sidings hampers development potential • Power line would need to be removed. • Relocation of Stagecoach needed. • New station could increase traffic. • Brookgate would have to develop site in a way that would work coherently with potential future development in the area. • Transport links would need to be improved. |
| Qu49 Any Other Comments (Comment) | <p><i>Facilities/land uses</i></p> <ul style="list-style-type: none"> • Sewage works should remain • Area between rail line and river should be also be considered • New uses proposed will be incompatible with existing uses which do have more potential • The Household Recycling Centre is not supported. • Previous investigations have failed to find an alternative site for the Waste Water Recycling Centre, further investigation needs to take place. <p><i>Amenity</i></p> <ul style="list-style-type: none"> • Concern over loss of amenity with aggregate lorry unloading/movements • The impact of the proposed transport interchange and the development of residential and commercial properties on neighbouring villages have not been assessed. However there is a real potential cost to the neighbouring villages in terms of road usage and congestion as the CNFE development proposed will have a significant adverse effect in congestion, pollution and general loss of amenity. <p><i>Transport</i></p> <ul style="list-style-type: none"> • Local road needed for aggregate lorries supplying A14 improvements • Delivery of essential transport infrastructure is in doubt • Bridge over railway line needed linking Fen Road, improving access to Chesterton and Fen Road level crossing can be removed. • All options lead to increased traffic in Cowley Road. • Public transport accessibility must be central to the site. • The plans need to be extended to include provision for better public transport and roads within a semi-circular radius of 10 miles from west to East adjoining the CNFE site. <p><i>Phasing</i></p> <ul style="list-style-type: none"> • Without early re-development of the area around the new station the re-development of CNFE cannot be achieved • Delivery of new offices and R&D facilities needs to be flexible in order for it to come forward earlier than anticipated <p><i>Other</i></p> |

| | |
|--|---|
| | <ul style="list-style-type: none"> • Better illustration of the document's objectives needed • Area is blighted by physical severance caused by infrastructure; this fragmentation needs to be overcome • Need to include clear references to the opportunities to link CNFE area with Waterbeach New Town • CNFE redevelopment is highly important for long term growth of Cambridge. <p><i>Strategy/Delivery</i></p> <ul style="list-style-type: none"> • Fragmented ownerships / multitude of occupiers absolutely necessitate that interests are aligned behind common strategy. • Lead developer / development agency essential to co-ordinate comprehensive masterplan approach and ensure viability. • Clearly both future location / operations of Anglian Water and extensive land holdings of Network Rail are fundamental - impacting development potential. <p><i>Design</i></p> <ul style="list-style-type: none"> • Existing environmental constraints need to be converted into opportunities. • Including a strong edge to the city in order to buffer the A14; • Site should be achieving sufficient critical mass to relocate WWTW and provide access to, and mutual support for high-quality landscapes around it including the river meadows and Milton Country Park. • A comprehensive plan for a network of streets of appropriate character should ensure that existing bottlenecks on Milton Road do not constrain development. • Critical that area around new railway station is developed - with excellent access, to avoid prejudicing wider regeneration |
|--|---|

APPENDIX C

Summary of comments received to Options 1 – 4 of the Issues and Options Report

OPTION 1 PROPOSALS

Question 10:

Do you support or object to the proposals for the CNFE area as included in option 1? Please provide comments on what you like or dislike about this option.

| Respondents | Support (incl. qualified) | Object | Comment |
|-------------|---------------------------|--------|---------|
| 40 | 17 | 15 | 8 |

Vision

- Not a strategic vision
- Greater ambition is required to deliver a transformational gateway regeneration scheme.
- Inefficient use of the site
- Does not offer sufficient ambitious vision for this vitally important site
- Option would be appropriate as it leaves provisions for sensible future development of the water recycling site
- Anglian Water's preferred option.
- The most realistic outcome given land ownership, land use and infrastructure delivery constraints associated with AAP site.
- Will not deliver successful regeneration of the wider area, maximise sustainable urban living opportunities or suitable density of development required to exploit the significant investment in the transport.
- Would limit the development potential, the infrastructure and connectivity improvements and the role of the new station

General Land Uses

- Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area
- Key and the plan need amending to ensure that plot densification also applies to the St John's Innovation Park.
- Fails to propose any new residential development or a local service hub
- No opportunity for urban living.
- Will not provide a mix of land uses at densities that make best use of the site.
- Inconsistent with the development objectives to create a sustainable community
- Fails to acknowledge the potential for "plot densification" on the Innovation Park.
- Juxtaposition of areas which host very differing use classes will be difficult to control in terms of noise, odour and vibration
- The B1 provision should not feature B1(b) uses.
- Leaves significant area of underused land with non-conforming use
- Does not maximise the opportunity for a vibrant new employment-led development and maintains the status quo to a very substantial degree save for localised redevelopment of specific plots.
- Support identification of Cambridge Business Park as offices/R&D with potential for

OPTION 1 PROPOSALS

Question 10:

Do you support or object to the proposals for the CNFE area as included in option 1? Please provide comments on what you like or dislike about this option.

intensification

Specific Use Issues

- Remove Waste Water Treatment Centre or significantly modernised to stop any odour-nuisance to neighbours.
- The odour footprint should be updated
- HWRC would be a compatible use with the WRC.
- Household Waste Recycling Centre and inert recycling facility on the Anglian Water site not compatible to the nature and character of the uses on the Innovation Park.
- Definitive line between odour zones seems somewhat arbitrary to defining uses within the CNFE

Transport

- The aggregates area in this option effectively blocks any possible level crossing to Fen Road.
- Support promotion of sustainable transport and movement by improving permeability and access to key routes
- Lack of information about traffic and junction layout does not allow an assessment to be made about the impact on existing businesses.
- Fails to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station.
- Station car park and taxi rank should be sited a minimum of 100 metres away.
- Cowley Road should be pedestrianised
- New pedestrian access points to the Business Park
- Nuffield Road access should be via Milton Road
- Current environment along Cowley Road is very unwelcoming, especially for pedestrians.
- More detailed transport assessment work required

Environment

- Not enough green space
- A great opportunity for providing the City of Cambridge with a new green lung, which could include appropriate leisure opportunities and help to re-balance the current trend to over-development.
- Improved landscaping supported
- Leaves open the option of a sensible future development of the water recycling site that could (and should) include a major new green area (at least 75% of the site).
- None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces.
- Great opportunity for providing the City with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development.

OPTION 1 PROPOSALS

Question 10:

Do you support or object to the proposals for the CNFE area as included in option 1? Please provide comments on what you like or dislike about this option.

Viability

- Viability testing needed.
- Not the best option, but viable as a solution, with no obvious problems.

Other comments

- The "Household Waste Recycling Centre and inert recycling facility" referred to in Option 1 requires a definition in Appendix 3 (Glossary of Terms).

OPTION 2 PROPOSALS

Question 11:

Do you support or object to the proposals for the CNFE area as included in option 2? Please provide comments on what you like or dislike about this option.

| Respondents | Support (incl. qualified) | Object | Comment |
|-------------|---------------------------|--------|---------|
| 41 | 13 | 19 | 9 |

Vision

- Not a strategic vision
- Does not offer sufficient ambitious vision for this vitally important site
- This quantum of development would be more likely to allow for the development principles outlined in the Issues and Options paper to be implemented.
- Need to demonstrate that this option will not cause negative impacts on existing residents, workers and investors.
- Will not deliver successful regeneration of the wider area, maximise sustainable urban living opportunities or suitable density of development required to exploit the significant investment in the transport.
- Appears to strike a good balance between delivery and ambition however it is not without its own constraints
- Proposes a more balanced mix of land uses and maintains the potential for early delivery, however there remains scope to further improve upon the efficiency of the use of the land

General Land Uses

- 'Sacrifices' commercial land for more residential land when the emerging Local Plan is not dependent on such development coming forward.
- Will potentially result in the loss of the bus depot
- Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area
- Support identification of Cambridge Business Park as offices/R&D with potential for intensification

OPTION 2 PROPOSALS

Question 11:

Do you support or object to the proposals for the CNFE area as included in option 2? Please provide comments on what you like or dislike about this option.

- St John's Innovation Park should be considered as having the same potential for the intensification of employment provision.
- Re-configured aggregates railhead and sidings supported to replace the existing aggregates railhead lost by the development of the new station.
- The replacement of this railhead is paramount to the continued supply of aggregates for development of both the local and wider Cambridgeshire area.
- Leaves significant area of underused land with non-conforming use (WWTW) which constrains development
- Approve of the housing development, must insist on 40% affordable
- Not clear that area would be attractive place to live and therefore not convinced that this option is appropriate at this time.
- Residential development, particularly near the station is supported as is the proposed increase in Offices/R & D with associated job creation and the development of a local centre.

Specific Use Issues

- Remove Waste Water Treatment Centre or significantly modernised to stop any odour- nuisance to neighbours.
- The odour footprint should be updated
- Definitive line between odour zones seems somewhat arbitrary to defining uses within the CNFE
- HWRC would be a compatible use with the WRC. Exact location of it would need to be the subject of further investigation.
- Replacement bus depot location needed before existing site can be released
- Residential development within the 1.5 odour contour should be removed
- Household Waste Recycling Centre and inert recycling facility on the Anglian Water site not compatible to the nature and character of the uses on the Innovation Park.
- Does not take into account the loss of the golf driving range.

Transport

- The aggregates area in this option effectively blocks any possible level crossing to Fen Road.
- More detailed transport assessment work required
- The provision of a new Heavy Goods Vehicle access is supported to provide a more efficient, direct and safe access to the railhead and other industrial areas.
- Shows heavy goods vehicle access through Stagecoach site. No details on how, where and financing of a relocated bus depot
- Fails to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station.
- Cowley Road should be pedestrianised
- New pedestrian access points to the Business Park
- Nuffield Road access should be via Milton Road
- Station car park and taxi rank should be sited a minimum of 100 metres away.

OPTION 2 PROPOSALS

Question 11:

Do you support or object to the proposals for the CNFE area as included in option 2? Please provide comments on what you like or dislike about this option.

- Support promotion of sustainable transport and movement by improving permeability and access to key routes
- Lack of information about traffic and junction layout does not allow an assessment to be made about the impact on existing businesses
- There is significant doubt on whether necessary infrastructure upgrades such as the Milton Road interchange will all be in place on time to meet with the residential, office and R&D sector demands.

Environment

- Improved landscaping, and a 'green boulevard' along Cowley Road
- Support proposed increase in informal open space provision, but could be improved.
- Leaves open the option of a sensible future development of the water recycling site that could (and should) include a major new green area (at least 75% of the site).
- None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces.
- Great opportunity for providing the City with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development.

Viability

- Viability testing needed
- Option most likely should Option 3 not be feasible or viable

OPTION 3 PROPOSALS

Question 12:

Do you support or object to the proposals for the CNFE area as included in option 3? Please provide comments on what you like or dislike about this option.

| Respondents | Support (incl. qualified) | Object | Comment |
|-------------|---------------------------|--------|---------|
| 43 | 11 | 21 | 11 |

Vision

- More considered option than 1 and 2
- Need to demonstrate that this option will not cause negative impacts on existing residents, workers and investors.
- Urge the local authorities and Anglian Water to work together to find solutions that would allow it to be achieved.
- Option too ambitious and will never happen.

OPTION 3 PROPOSALS

Question 12:

Do you support or object to the proposals for the CNFE area as included in option 3? Please provide comments on what you like or dislike about this option.

- A better option than 1 or 2 but density approach is flawed
- Waste water consolidation does not provide for enhanced balance of uses and delivery of place that supports sustainable urban living with well balanced mix of uses.
- current zonal planning of the residential areas as shown on the plan needs additional design
- The area will benefit more from strategic long term transformation

General Land Uses

- Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area
- Replacement of railhead paramount to continued supply of aggregates for development of both local and wider Cambridgeshire area.
- Approve of the housing development, must insist on 40% affordable
- Option 3 is a stepping-stone to this option and could be an interim solution. Further housing could be added later.
- Support identification of Cambridge Business Park as offices/R&D with potential for intensification
- The imbalance between residential and employment uses coupled with the focus on industrial and storage development will not lead to the successful regeneration of the wider area.
- Further B1 and research and development uses would complement the area around the St John's Innovation Park and at Cambridge Business Park

Specific Use Issues

- Remove Waste Water Treatment Centre or significantly modernised to stop any odour- nuisance to neighbours.
- Not advisable to relocate the Water Recycling Centre and no alternative site suggested.
- The reconfiguration of the Waste Water Recycling Centre site is not realistic within the plan period. The option is unproven
- Object to indicative location of Household Recycling Centre. Should be located further to the east within B2/B8 uses not adjacent to Offices/R&D
- Partially support reducing the area covered by WWTW, but object to proposed B2/B8 uses adjacent to Vitrum Building / St Johns Innovation site.
- Inappropriate to have HWRC use in close proximity to B1 offices and research and development uses as a result of noise, dust and other environmental impacts.
- Improvements to the Water Recycling Centre are welcome so long as this does not delay improvements to the area nearer the station.
- No evidence that the Water Recycling Centre could be suitably contained to make the site an attractive area to live.
- New residential space around the station and on Nuffield Road would create a better balance of activities and increase the sustainability credentials in this part of the City
- Re-configured replacement bus depot location needed before existing site can be released. No details on how, where and financing.

OPTION 3 PROPOSALS

Question 12:

Do you support or object to the proposals for the CNFE area as included in option 3? Please provide comments on what you like or dislike about this option.

- Aggregates railhead and sidings is supported to replace the existing aggregates railhead lost by the development of the new station.
- The odour footprint should be updated
- Loss of the golf driving range not taken into account
- Important that plan objective to maximise employment opportunities is afforded across the existing employment areas

Transport

- The aggregates area in this option effectively blocks any possible level crossing to Fen Road.
- Keen to see industrial traffic moved away from Cowley Road
- New heavy goods vehicle access is supported but may not be deliverable as it primarily serves land owners other than the City Council mainly on whose land it is sited
- Northern access road must be completed in order to facilitate further growth.
- Shows heavy goods vehicle access through Stagecoach site. No details on how, where and financing of a relocated bus depot
- Improved Cambridge Business Park links are good. Consideration should be given to improving these further and opening the site up more to the north and east so better integrated with the wider CNFE.
- The promotion of sustainable transport and movement by improving permeability and access to key routes
- Lack of information about traffic and junction layout does not allow an assessment to be made about the impact on existing businesses.
- Station car park and taxi rank should be sited a minimum of 100 metres away.
- Transport investment not exploited.
- Fails to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station.

Environment

- Support improved landscaping and 'green boulevard' along Cowley Road
- Put green protected open space over the busway and create public spaces around the station relating to the new residential uses.
- None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces.
- Great opportunity for providing the City with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development.

Infrastructure

- It is not clear that the sewage works can provide sufficient capacity and how any increase in capacity if needed, would be handled or located

OPTION 3 PROPOSALS

Question 12:

Do you support or object to the proposals for the CNFE area as included in option 3? Please provide comments on what you like or dislike about this option.

Viability

- Significant viability concerns
- Doubt that this option is viable
- Concerned about viability and deliverability of Option 3, which is reliant upon the upgrading and reduction in area of the Water Recycling Centre - a significant issue – questioning the deliverability
- The land currently within the Waste Water Recycling Centre identified for re-use would be heavily contaminated and costs of remediating that land would not be attractive to investors given that the returns gained from the development would be for B2 and/or B8 Uses.
- Significant highway works due to the increased quantum of development will further affect viability and deliverability.
- need to confirm the rationalisation of the water recycling plant is feasible, viable and would not delay development on the remainder of the site.

OPTION 4 PROPOSALS

Question 13:

Do you support or object to the proposals for the CNFE area as included in option 4? Please provide comments on what you like or dislike about this option.

| Respondents | Support (incl. qualified) | Object | Comment |
|-------------|---------------------------|--------|---------|
| 46 | 11 | 24 | 11 |

Vision

- Need to think strategically and holistically
- Need to demonstrate that this option will not cause negative impacts on existing residents, workers and investors.
- Removal of WWTW means area can be looked at/redeveloped properly without restriction
- Comprehensive planning difficult due to the differences in site phasing resulting in piecemeal development contrary to the proposed CNFE vision.
- Overarching objective to create a transformative gateway with a strong employment focus should remain consistent
- Option will be heavily constrained by efforts to relocate the Water Recycling Centre.
- The current zonal planning of the residential areas as shown on the plan need a more detailed urban design framework.
- Delivery of this quantum of development could allow for the development principles outlined in the Issues and Options paper to be implemented.
- CNFE is rightly identified largely for employment uses, with the more residential themes

OPTION 4 PROPOSALS

Question 13:

Do you support or object to the proposals for the CNFE area as included in option 4? Please provide comments on what you like or dislike about this option.

being located in and around any new railway station.

- Would support the proposal for a mixed use site, with more housing meeting the City's objectives - subject to the issues about connectivity being addressed. There could be more residential included in this option.
- Unlikely to occur, so focus effort on achievable solution

General Land Use

- Support mixed use approach with emphasis on the area's primary role to avoid dilution of this core/distinctive and valuable focus of the area
- Option should maximise housing provision and open spaces
- Density needs to be maximised in order to make the development as efficient as possible.
- Support identification of Cambridge Business Park as offices/R&D with potential for intensification
- Support removal of WRC and proposed B1/R&D uses opposite St Johns Innovation Centre.
- Proposed mix of land uses is unbalanced and Option 4 will not facilitate early delivery.
- The development outcome would be for 630 dwellings in an area which would provide for 27,600 jobs. This is not considered to be a sustainable balance of homes to jobs.
- Exacerbated imbalance between residential and employment uses and coupled with the focus on industrial and storage development will not lead to the successful regeneration of the wider area.
- The new condition created and inappropriate emphasis of B2/B8 uses within City boundary does not maximise opportunity created by the complete re-location of the WWTW.
- Concerned process of relocating Water Recycling Centre will delay the regeneration of the area nearer the station.

Specific Use Issues

- Support the associated need to relocate the water recycling centre and in principle any general improvement to the treatment works
- Strongly object to moving the sewage works - huge investment has already been made into the existing site and would be likely to use greenfield site elsewhere
- Alternative site for WRC has not been identified.
- No operational or regulatory reasons to justify relocation of WRC. Anglian Water is unable to include such relocation in its business plan.
- Evidence has not been provided to illustrate that moving the Water Recycling Centre is financially viable.
- Object to indicative location of Household Recycling Centre. Should be located further to the east within B2/B8 uses not adjacent to Offices/R&D. Use is not compatible with adjacent B1 offices and research and development uses.
- Re-configured replacement bus depot location needed before existing site can be released. No details on how, where and financing.

OPTION 4 PROPOSALS

Question 13:

Do you support or object to the proposals for the CNFE area as included in option 4? Please provide comments on what you like or dislike about this option.

- Residential accommodation on this site beyond that in options 1 to 3 would be inappropriate in view of odour problems and undesirability of making population of Cambridge even bigger than it already is.

Transport

- New heavy goods vehicle access is supported but may not be deliverable as it primarily serves land owners other than the City Council mainly on whose land it is sited
- Improved Cambridge Business Park links are good. Consideration should be given to improving these further and opening the site up more to the north and east so better integrated with the wider CNFE.
- Fails to consider pedestrians, cyclists and other vulnerable road users, including disabled on buses, by placing a Multi-storey carpark right next to the station. Shows heavy goods vehicle access through Stagecoach site. No details on how, where and financing of a relocated bus depot
- Station car park and taxi rank should be sited a minimum of 100 metres away.
- Concern about traffic impact
- Lack of information about traffic and junction layout does not allow an assessment to be made about the impact on existing businesses.
- Transport investment not exploited

Environment

- Support improved landscaping and 'green boulevard' along Cowley Road
- The Waste Water Recycling Centre would be heavily contaminated and costs of remediating that land would not be attractive to investors.
- None of the current proposals add any significant green open spaces. The only green areas shown are no more than token buffer spaces.
- Great opportunity for providing the City with a new green lung, which could include appropriate leisure opportunities and help re-balance the current trend to over-development.

Infrastructure

- Entirely reliant upon relocation of the Water Recycling Centre offsite. The viability of this is unknown and there are significant technical, financial and operational constraints.

Viability

- Likely to encounter more delivery risks associated with the potential relocation of the WRC (identifying a site, funding and timing) and this could impede the overall development.
- Sub-optimal (unviable) land uses provided on valuable site provided by WWTW relocation.
- Significant viability concerns.

ADDITIONAL COMMENTS ON OPTIONS 1 TO 4

- Question the apparent mutual exclusivity between residential and employment uses within the redevelopment options. Plan for a balance between these two uses to reduce the need for travel and the tidal nature of the trips to and from the development.
- Car park development should not be 600 capacity (as it is proposed), but 6,000 car park. Otherwise residents of the surrounding area will be affected.
- Much more residential required; over supply of offices once CB1 is finished
- New orbital bus route for Cambridge
- All reliant on link roads to Fen Ditton and Wadloes Road.
- Undertaking low and medium development can be done immediately without the need to wait for AW to relocate (something which is not viable). There is an immediate demand for B1(c), B2, B8 space within the city and without this site being developed immediately these occupiers will be forced to leave the city. Moving occupiers from Clifton Road, The Paddocks etc will also free up Brownfields sites for residential within the city. Cowley Road is the only site for them within Cambridge.
- Priority should be given to improving the smelliest parts of the Wastewater Treatment Plant's operation, which now seems to be the open storm tanks that smelly water goes into when it rains hard after a long dry spell. This type of weather will become more common, and there seems to be no justification for having the waste tanks open to the air. They should be covered and the air extracted should be scrubbed so that the smell is removed.
- More affordable residential housing with green spaces, shops, banks, post office etc
- More car parking space on the the site if this project is going to reduce traffic on the M11 going south, the A14 going east and west and the A10 going north. The whole idea is to get people on to the main railway for the long journey.
- Option 2a, an enhanced medium level of redevelopment would facilitate a significantly greater number of dwellings near the station, increased Offices/RD provision with associated increase in job creation and an increased amount of new informal open space. It would facilitate more efficient use of the land, with a balanced mix of land uses at densities which make the best use of the highly sustainable location. A hotel is proposed adjacent to the station and overall early delivery remains achievable.
- Residential development needs careful consideration given the Water Recycling Centre (Options 1-3), strategic aggregates railheads (Options 1-4) and waste uses (Options 1-4). These facilities and proposed waste management uses, have consultation / safeguarding areas designated by adopted Cambridgeshire and Peterborough Minerals and Waste Plan. These Areas seek to prevent essential existing / planned facilities being prejudiced. If residential development is proposed it should be located away from these uses, and demonstrate that existing and allocated waste management / aggregate facilities will not be prejudiced.



To: Executive Councillor for Planning Policy and Transport: Councillor Kevin Blencowe
Report by: Head of Planning Services
Relevant scrutiny committee: Development Plan Scrutiny Sub Committee 17 November 2015
Wards affected: All wards

CAMBRIDGE LOCAL DEVELOPMENT SCHEME 2015

Not a Key Decision

1. Executive summary

- 1.1 The Planning and Compulsory Purchase Act 2004 introduced the requirement for local planning authorities to prepare and maintain a Local Development Scheme (LDS). The LDS is a project plan that sets out a timetable for the production of new or revised Development Plan Documents (such as a Local Plan) by the publishing council.
- 1.2 The council prepared its first LDS in 2005, and issued updates in 2007, 2008, 2012, 2013 and 2014. The LDS includes the timetable for the preparation of the new Cambridge Local Plan and the Cambridge Northern Fringe East Area Action Plan (CNFE AAP).
- 1.3 This report proposes an amendment to the LDS, as set out in Appendix A, to reflect the current timetable for the preparation and adoption of the new Cambridge Local Plan and the CNFE AAP.

2. Recommendations

- 2.1 This report is being submitted to the Development Plan Scrutiny Sub-Committee for prior consideration and comment before decision by the Executive Councillor for Planning Policy and Transport.
- 2.2 The Executive Councillor is recommended:
 - To agree the proposed changes to the Local Development Scheme in respect of the timetable for the preparation of the Cambridge

Local Plan and the Cambridge Northern Fringe East Area Action Plan, as contained in Appendix A of this report.

- To agree to bring the new LDS into effect once approved.

3. Background

- 3.1 Following receipt of a letter from the Inspectors examining the Cambridge and South Cambridgeshire Local Plans in May 2015, the examination has been suspended until March 2016. The implications of addressing the Inspectors' letter on the Local Plans and investigating development options for the CNFE AAP have led to the Local Development Scheme timetable being updated.
- 3.2 Attached, as Appendix A, is the current approved Local Development Scheme identifying the proposed amendments required to reflect the current timetable for the preparation of the Local Plan and CNFE AAP. Subject to approval of the proposed changes, the modified LDS will be published on the Council's website.

4. Implications

(a) Financial Implications

There are no direct financial implications arising from this report. The preparation of the Local Plan and the CNFE AAP has already been included within existing Development Plan Fund budget plans.

(b) Staffing Implications (if not covered in Consultations Section)

There are no direct staffing implications arising from this report. The review of the Local Plan and the CNFE AAP has already been included in existing work plans.

(c) Equality and Poverty Implications

There are no direct equal opportunity implications arising from this report.

(d) Environmental Implications

There are no environmental impacts in relation to the amendment to the LDS.

(e) Procurement

There are no direct procurement implications arising from this report.

(f) Consultation and communication

The LDS is not subject to direct public consultation. However, the LDS is an important tool to aid consultation because it sets out a timetable to which the council is committed to follow in preparing and consulting development plan documents, thereby giving the public ‘advance warning’ of when consultation periods are likely to take place.

(g) Community Safety

There are no direct community safety implications arising from this report.

5. Background papers

These background papers were used in the preparation of this report:

- CNFE AAP Issues and Options Consultation Report
- Local Development Scheme 2014
<https://www.cambridge.gov.uk/sites/default/files/documents/Cambridge%20LDS%202014%20-%2026032014%20FINAL%20VERSION.pdf>
- The Planning and Compulsory Purchase Act 2004:
<http://www.legislation.gov.uk/ukpga/2004/5/contents>
- The Town and Country Planning (Local Planning) (England) Regulations 2012:
<http://www.legislation.gov.uk/uksi/2012/767/contents/made>
- Planning Practice Guidance
<http://planningguidance.planningportal.gov.uk/blog/guidance/>

6. Appendices

- Appendix A: Proposed Amendments to Local Development Scheme. November 2015

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

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PROPOSED AMENDMENTS TO LOCAL DEVELOPMENT SCHEME

NOVEMBER 2015

Deletions to current LDS are shown thus - ~~deletion~~

Additions to current LDS are shown thus - addition



Cambridge Local Development Scheme

26 March 2014 18 November 2015

This scheme was approved by the Executive Councillor for Planning and ~~Climate Change~~ Policy and Transport on ~~25 March 2014~~ 17 November 2015 following consideration of the scheme by the Development Plan Scrutiny Sub-Committee of the same date. The scheme is brought into effect on ~~26 March 2014~~ 18 November 2015.

Cambridge Local Development Scheme ~~2014~~ 2015

Introduction

The Planning and Compulsory Purchase Act 2004 introduced the requirement for councils such as Cambridge City Council to prepare and maintain a Local Development Scheme (LDS). An LDS sets out a timetable for the production of new or revised Development Plan Documents (such as a Local Plan) by the local council.

The council prepared its first LDS in 2005, and issued updates in 2007, 2008, 2012, ~~and 2013~~ and 2014.

This ~~2014~~2015 LDS, which supersedes previous versions, sets out a planning work programme for the Council over a three-year period to ~~2017~~ 2018. It will be regularly reviewed to keep it up to date.

What are the current adopted Development Plan Documents for Cambridge?

The current Development Plan Documents for Cambridge are the Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011 and Site Specific Proposals Plan 2012, saved policies from the Cambridge Local Plan 2006, the Cambridge East Area Action Plan 2008, the North West Cambridge Action Area Plan October 2009, and the Cambridge Proposals Map (October 2009).

What new Development Plan Documents are to be prepared?

The Cambridge Local Plan 2006 is currently in the process of being reviewed and replaced, as confirmed by this LDS. The new Local Plan for Cambridge is due to be adopted in ~~2015~~ 2017, following ~~public consultation and examination~~ (including further public consultation) by the Planning Inspectorate on behalf of the Secretary of State. The Cambridge East Area Action Plan will also be slightly amended by the new Cambridge Local Plan. The North West Cambridge Area Action Plan will not be affected by the new Local Plan and will therefore remain in force in full.

The Minerals and Waste Documents are the responsibility of Cambridgeshire County Council. Cambridge City Council is not aware that a review of them is to take place in the foreseeable future.

The Council is also, jointly with South Cambridgeshire District Council (SCDC), preparing an Area Action Plan for the site known as Cambridge Northern Fringe East. This will be classified as a Development Plan Document. The plan is to adopt this new Area Action Plan in ~~October 2016~~ July 2018.

A schedule setting out more detail on the preparation of the new Local Plan and the Cambridge Northern Fringe East Area Action Plan is set out on the next pages.

Development Plan Documents to be produced

| Document Title | Subject matter and geographical area | Chain of Conformity | Consultation | Publication of Submission Draft DPD & Public Consultation | Submission and Examination of DPD | Adoption and Publication of DPD | Policies it will replace |
|---------------------------|---|--------------------------|---|---|--|--|---|
| Cambridge Local Plan 2014 | Sets out the vision, objectives and strategy for the spatial development of Cambridge. Lists sites allocated for development, which are illustrated on an accompanying Policies Map. Sets out the policies against which planning applications will be considered. Covers the whole of Cambridge City Council's administrative area | Conformity with the NPPF | Issues & Options - June/July 2012 Issues & Options 2 (including site options for development) - January/ February 2013 | July/ September 2013 | Submission in March 2014 Examination period March 2014 to November 2014 <u>2016</u> | January 2015 <u>2017</u> | All remaining saved policies in the Cambridge Local Plan 2006 Policy CE/3 and CE/35 of the Cambridge East Area Action Plan. |

| Document Title | Subject matter and geographical area | Chain of Conformity | Consultation | Publication of Submission Draft DPD & Public Consultation | Submission and Examination of DPD | Adoption and Publication of DPD | Policies it will replace |
|---|--|--|--|--|---|---|---|
| Cambridge Northern Fringe East Area Action Plan | Sets out a vision and planning framework to ensure the future co-ordination of development at Cambridge Northern Fringe East | Conformity with the National Planning Policy Framework Compatibility with the adopted Cambridge-shire and Peterborough Minerals and Waste Core Strategy (July 2011 and Site Specifics Proposals Plan (February 2012) Development Plan Documents | Issues & Options consultation from December 2014 to <u>January February 2015</u> | September 2015 to October 2015 <u>January 2017 to March 2017</u> | Submission in April 2016 <u>June 2017</u> Examination from April 2016 to September 2016 <u>June 2017</u> | October 2016 <u>December 2017</u> | Saved policy 9/6 Northern Fringe in the Cambridge Local Plan 2006 or Policy 14: Northern Fringe East and land surrounding the proposed Cambridge Science Park Station Area of Major Change in the Cambridge Local Plan 2014: Proposed Submission (dependent on which policy is adopted at the time). Policy SP/17 Rail Infrastructure in |

| Document Title | Subject matter and geographical area | Chain of Conformity | Consultation | Publication of Submission Draft DPD & Public Consultation | Submission and Examination of DPD | Adoption and Publication of DPD | Policies it will replace |
|-----------------------|---|----------------------------|---------------------|--|--|--|---|
| Page 279 | | | | | | | South Cambridgeshire's Site Specific Policies DPD and Policy SS/4 Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station in South Cambridgeshire's. Local Plan: Proposed Submission (dependent on which policy is adopted at the time) |

Further Information Sources

Below are links to websites which will assist should you require further information on LDSs

- The Planning and Compulsory Purchase Act 2004:
<http://www.legislation.gov.uk/ukpga/2004/5/contents>
- The Town and Country Planning (Local Planning) (England) Regulations 2012:
<http://www.legislation.gov.uk/uksi/2012/767/contents/made>
- Planning Advisory Service:
<http://www.pas.gov.uk>
- Planning Portal:
<http://www.planningportal.gov.uk>
- Planning Practice Guidance
<http://planningguidance.planningportal.gov.uk/blog/guidance/>