

Appendix H



Report To: Greater Cambridge City Deal Executive Board
Lead Officer: City Deal Programme Director

3 March 2016

City Deal and the Cambridge and South Cambridgeshire Local Plans

Purpose

1. To approve a position statement clarifying the role that the City Deal has in supporting the delivery of the development strategy in the submitted Local Plans.

Recommendations

2. It is recommended that the Executive Board approves and endorses this position statement.

Reasons for Recommendations

3. Representations made to the recent consultations undertaken on proposed modifications to the Cambridge and South Cambridgeshire Local Plans (“the Local Plans”) have suggested a lack of clarity over the funding and delivery of strategic transport infrastructure that the Local Plans identify as necessary to deliver the development strategy, in particular the new settlements provided for within the Plans. As such, it is considered helpful for the City Deal Executive Board to agree a position statement setting out the role of the City Deal in supporting the delivery of the development strategy contained in the Local Plans so as to provide clarity, in light of the representations which have been made, to the Local Plan Inspectors who are examining the Local Plans.

Background

4. Cambridge City Council and South Cambridgeshire District Council have recently completed a joint consultation on proposed modifications to their submitted Local Plans in response to the preliminary conclusions of the examination Inspectors, as set out the Inspectors’ letter to the Councils of 20 May 2015. The consultation was supported by a range of additional evidence. The representations which have been received through the recent consultation, which ended on 25 January 2016, together with both Councils’ proposed formal response will be considered by meetings of the Joint Strategic Transport and Spatial Planning Group, South Cambridgeshire District Council’s Planning Portfolio Holder and Cambridge City Council’s Development Plan Scrutiny Sub Committee. These meetings will all be held on 14 March, with Special Council meetings of both Councils to be held on 23 March 2016. Submission to the Inspectors of the further work, including representations, additional evidence and proposed modifications, if approved, will then follow by the end of March 2016.

5. The examination Inspectors' preliminary conclusions as set out in the letter of 20 May 2015 raised the matter of the deliverability of sustainable new settlements in the context of the development strategy, with particular reference to delivery of infrastructure provision and sustainable transport options. Whilst the Councils have since undertaken further work in respect of these issues, representations received during the consultation continue to suggest there to be lack of clarity over the funding and delivery of strategic transport infrastructure that the Local Plans identify as necessary to deliver the proposed new settlements and in particular those north of Waterbeach and at Bourn Airfield. This reflects issues raised by some participants during the Local Plan examinations, raising doubt over the confidence that the Local Plan Inspectors can place on the role of City Deal in delivery of those schemes.

Considerations

6. The City Deal aims to support continued economic growth in the successful Greater Cambridge area. The City Deal document¹ Executive Summary (page 1) says: "The Greater Cambridge City Deal aims to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills that will facilitate the continued growth of the Cambridge Phenomenon. It acknowledges the region's strong track record of delivering growth and seeks to support those existing, and new, businesses in achieving their full potential." It says that the Deal will "accelerate delivery" of housing identified in the Local Plans.
7. As part of that objective, the City Deal will support delivery of the strategy set out in the Cambridge and South Cambridgeshire Local Plans through investment in transport infrastructure, housing delivery and skills. Likewise, the Cambridge and South Cambridgeshire Local Plans will support the City Deal commitments by speeding the delivery of new homes and jobs. Such action is consistent with a key objective of City Deal, namely the delivery of transport schemes necessary to support continued economic growth, including through improved network connectivity and by supporting the sustainable development strategy included in the submitted Cambridge and South Cambridgeshire Local Plans.
8. The City Deal document¹ recognises that Cambridge City Council and South Cambridgeshire District Council, along with Cambridgeshire County Council as the Transport Authority, "have worked closely together on new local plans and associated transport strategy and have aligned plan making processes to achieve the benefits of what amounts to a single overarching development, infrastructure and delivery strategy for Cambridge" (City Deal document¹ page 7). Furthermore, as part of the City Deal arrangements, the Councils have agreed to prepare a joint Local Plan and Transport Strategy starting in 2019.
9. The City Deal has secured a commitment for up to a total of £500 million of Government funding. The £100 million that has already been secured as the first tranche of funding, is a large sum that has enabled studies to be commissioned and initial consultations held on major transport schemes and will thereafter fund these capital works.
10. The City Deal Executive Board has agreed a list of infrastructure schemes for delivery over its 15 year period, drawn from the Transport Strategy for Cambridge and South Cambridgeshire (January 2015, see Appendix 1). Amongst those included in the list are those schemes identified in the submitted Cambridge and South Cambridgeshire Local Plans as necessary to support the sustainable development strategy, as shown

¹ Greater Cambridge City Deal Document - <https://www.gov.uk/government/publications/city-deals-greater-cambridge>

in Appendix 1. This forms part of the City Deal commitment to accelerate the delivery of planned homes in accordance with the Local Plans.

11. On the basis of an assessment of a combination of positive economic impact and deliverability a number of schemes have been prioritised for Tranche 1 (shown in Appendix 1) to be delivered in the first five years of the City Deal 2015-2020. Options have now been developed for all the Tranche 1 schemes. Tranche 1 includes those schemes that will facilitate the early delivery of development in the A428 corridor (including Cambourne West and Bourn Airfield). Indeed, the Tranche 1 schemes and implementation programme demonstrate the commitment of City Deal to fund and deliver transport schemes that will support the delivery of major developments identified in the Local Plans even where this may be in advance of, and help facilitate, the grant of planning permission for those developments. It is expected that appropriate contributions towards the costs of the transport schemes that has already been incurred will be recovered subsequently from those developments, through the grant of planning permission and accompanying planning obligations in accordance with the approach set out in paragraph 14 below. Moreover, work has already started on the process of identifying the schemes to be included in Tranche 2 for delivery during 2020-2025.
12. It is recognised that the anticipated total cost of proposed schemes exceeds the sums identified through City Deal funding for Tranche 1. However, City Deal funding is not the only anticipated source of funding for Tranche 1 schemes and other sources of funding for those schemes is expected. In particular, it is anticipated and expected that City Deal monies will be supplemented by funding from other sources, including section 106 contributions (as discussed below) and from the Growth Fund. £9 million has already been secured in principle from the Growth Fund towards public transport improvements in the A428 corridor. Growth Deal funding is secured via the Greater Cambridge Greater Peterborough Enterprise Partnership, which is also a City Deal partner, therefore demonstrating a joined up approach to infrastructure funding in the Greater Cambridge area.
13. The City Deal partnership is confident about the funding and delivery of schemes identified in Tranche 1 and thereafter. The City Deal is investing in infrastructure schemes to ensure continued economic growth. The delivery of housing and employment is an important part of ensuring continued economic growth in the Greater Cambridge area, and thus the achievement of the City Deal objectives. Therefore, and consistent with this, in the event that the need to do so arises, the City Deal Board will consider favourably the prioritisation of those schemes that deliver the infrastructure to support housing and employment growth within the Local Plans. The list of schemes will be kept under review and amended as required as the programme rolls forward to ensure it best meets infrastructure priorities in the area.
14. Furthermore, in terms of additional funding for infrastructure schemes, appropriate developer contributions are of course expected from those strategic developments provided for in the Local Plans that require particular infrastructure schemes as part of their delivery. These will be sought by City Deal partners in their role as local and county planning authorities. Through the planning process, those promoting strategic developments will be required to make appropriate, proportionate and reasonable contributions to on and off site infrastructure, including transport infrastructure, and affordable housing, guided by development viability, so as to secure the delivery of new settlements that are sustainable. It is the intention that such developer contributions as are secured through the planning process will be added to the City Deal funding, which is directed to securing the delivery of the required infrastructure to meet the objectives of the Local Plans development strategy, including the

objective of delivering a substantial amount of housing, including affordable housing, at the new settlements.

15. The City Deal partners are wholly committed to delivery of the infrastructure programme for the benefit of existing and future residents and businesses through the provision of an enhanced transport network that provides good quality connectivity between homes and jobs, including supporting and securing new development provided for in the Local Plans through the delivery of key infrastructure schemes.

Options

16. The position statement reflects the City Deal aims of approach and no options are necessary.

Implications

17. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, there are no significant implications.

Consultation responses and Communication

18. Consultation has been undertaken with the City Deal partners.

Background Papers

No background papers were relied upon in the writing of this report.

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Appendix 1 – Greater Cambridge City Deal Prioritised Transport Schemes

PROGRAMME AREA (Bold = related major development)	SCHEME	2015-20 PRIORITISED INFRASTRUCTURE INVESTMENT PROGRAMME
A428 corridor (Cambourne West, Bourn Airfield)	A428 to M11 segregated bus links	YES
	A428 corridor Park & Ride	YES
	Madingley Road bus priority	YES
	Bourn Airfield/Cambourne busway	
A1307 corridor	A1307 bus priority	YES
	Additional Park & Ride capacity – A1307	YES
Pedestrian and cycle networks – City	Chisholm Trail links (cycle links parallel to the railway line north of Cambridge Station)	YES
	Chisholm Trail bridge	YES
	City centre capacity improvements	YES
	Cross-city cycle improvements	YES
Pedestrian and cycle networks – inter-urban	Bourn Airfield/Cambourne pedestrian/cycle route programme	
	Saffron Walden and Haverhill pedestrian/cycle route programme	
	Cambridge to Royston cycle link	
	Waterbeach pedestrian/cycle route programme	
Cambridge radials – Milton Road / Histon Road	Histon Road, Cambridge bus priority	YES
	Milton Road, Cambridge bus priority	YES
Cambridge radials – Hills Road	Project Cambridge, Hills Road	
Cambridge radials – Newmarket Road	Newmarket Road bus priority phase 1, Elizabeth Way to Abbey Stadium	
	Newmarket Road bus priority phase 2, Abbey	

	Stadium to Airport Way	
	Newmarket Road bus priority phase 3, Airport Way Park & Ride	
A10 corridor south	Foxton level crossing and interchange	
	Hauxton Park & Ride	
	Hauxton -Trumpington busway	
Cambridge Orbital	Ring road bus priority – Addenbrooke’s to Newmarket Road	
	Newmarket Road to Cambridge Science Park Station busway	
	Western Orbital	
A10 corridor north (Waterbeach, Cambridge Northern Fringe East)	A10 dualling and junctions	
	A14/A10 Milton Interchange	
	Waterbeach Park & Ride	
	Waterbeach Barracks to North Cambridge busway	
	Waterbeach new station	