



Statement of Common
Ground as agreed
between Cambridge
City Council and South
Cambridgeshire District
Council and Brookgate
Land Ltd, Network Rail
DB Schenker

Cambridge and South
Cambridgeshire Local
Plans - Examinations in
Public

April 2015

1. Purpose

- 1.1 The purpose of this Statement of Common Ground is to inform the Inspector and other parties about the areas of agreement between Cambridge City Council and South Cambridgeshire District Council, and Brookgate Land Limited (Brookgate), Network Rail and DB Schenker in relation to Policy 14 of the submitted Cambridge Local Plan and Policy SS/4 of the submitted South Cambridgeshire Local Plan and their related supporting explanatory text.
- 1.2 Brookgate is the development partner of Network Rail and D B Schenker (and through them Freightliner and Lafarge Tarmac) who collectively form the Chesterton Partnership¹. Network Rail owns 21.18 hectares of land within CNFE comprising land shaded orange and pink on the plan attached at Appendix 2 of Brookgate's Matter 9 Statement. DB Schenker and Lafarge Tarmac have long leases on 5.77 hectares of land shaded pink on the same plan, which will remain operational railway land for the consolidation and relocation of existing activities on the sidings area. The remaining 15.41 hectares shaded orange on the Brookgate plan will be available for development to be brought forward by Brookgate and Network Rail. Letters from members of the Chesterton Partnership confirming that Brookgate is instructed to act on their behalf and demonstrating the commitment of all parties towards securing the development of their site are attached at **Appendix 1**.

2. Background

- 2.1 Policy 14 of the submitted Cambridge Local Plan and Policy SS/4 of the submitted South Cambridgeshire Local Plan seek to secure the regeneration of the Cambridge Northern Fringe East (CNFE) and land surrounding the new rail station at Chesterton Sidings as part of an employment-focused mixed use development.
- 2.2 The area straddles the Cambridge City and South Cambridgeshire District administrative boundary and, as a result, both Plans incorporate similar policies to help secure the regeneration of the area with the intention that the amount of development, mix of uses, infrastructure requirements and development phasing would be established through an Area Action Plan jointly produced by Cambridge City and South Cambridgeshire District Council.

3. Site Description

- 3.1 The CNFE area is situated between the A14 to the north, the A10 Milton Road to the west, the Cambridge to King's Lynn railway line to the east, and the Chesterton residential area to the south. It includes Anglian Water's Water Recycling Centre, a mix of predominantly office and industrial uses alongside the various branches of Cowley Road (including St John's Innovation Park), Chesterton Rail Sidings, offices on the Cambridge Business Park, and industrial uses off Nuffield Road. The location of the CNFE is shown on Figure 8 of Policy SS/4 within the submitted South Cambridgeshire Local Plan and Figure 3.3 of Policy 14 of the submitted Cambridge Local Plan.

¹ Brookgate submitted the original objection to the Local Plan policies.

4. Summary of Representations

- 4.1 Brookgate made representations to Policy 14 of the Cambridge Local Plan 2014 (Rep ID 27261 and 27625) along with Policy SS/4 of the South Cambridgeshire Local Plan 2014 (Rep ID 58364) in relation to the flexibility and consistency of the policies within the two Plans. Brookgate was supportive of the policies in principle but considered that minor changes to the detailed wording of the policies and supporting text was required in order to ensure that development could be brought forward in a more flexible manner.
- 4.2 Since the submission of the representations, Cambridge City Council, South Cambridgeshire District Council and Brookgate have met to discuss these representations and the development of the CNFE generally. This Statement of Common Ground reflects the agreed position between the parties following discussion and exchange of correspondence.

5. Progress since Proposed Submission Consultation

- 5.1 There have been a number of changes in circumstance and other developments since the Proposed Submission Local Plan Consultation in Summer 2013 which collectively demonstrate clear and tangible progress towards the successful regeneration of this key brownfield redevelopment opportunity site.

Infrastructure

- 5.2 Firstly, in July 2014 planning permission was granted for the development of the proposed new rail station on land within the CNFE including and adjacent to land controlled by the stakeholders/Brookgate's development partners (Network Rail, D B Schenker, Freightliner and Lafarge Tarmac) [Application references: S/1497/13/CM & C/05001/13/CC]. Funding for the delivery of the new rail station has been secured from the Department for Transport with construction work due to commence on site shortly. It is currently expected that the new rail station will open and become operational around late 2016/early 2017 transforming the accessibility and profile of CNFE and acting as a catalyst for the regeneration of the area.
- 5.3 On 27 February 2015, Brookgate on behalf of its partners secured planning permission [Ref: S/0467/13/CM] for the reconfiguration and consolidation on the northern part of the sidings area of the existing minerals processing and transfer operation and other works associated with relocating rail sidings to serve the mineral processing site (the pink area referred to in paragraph 1.2 and shown on the plan in Appendix 2 of Brookgate's Matter 9 Statement). This includes the associated realignment and rationalisation of the sidings under Network Rail's permitted development rights. This will enable the development of the new rail station and free up the remainder of the sidings area for employment-led development (the orange area on Brookgate's plan) in accordance with the policies in the Councils' submitted Local Plans and the Landowners' Development Agreement.

5.4 In addition to the new rail station, the CNFE area will also benefit from a number of other major Transport Infrastructure projects either currently under construction or with funding prioritised through the first tranche of the City Deal or other sources and due to be completed within the next six years. A summary of the projects with planned delivery dates is as follows:

- Extension of Cambridgeshire Guided Busway (CGB) to the new rail station is under construction linking the area to the 20km high quality public transport corridor (opening 2016);
- Funding has been prioritised through Tranche 1 of the City Deal money for the construction of the Chisholm Trail linking the site via a dedicated cycle route to Cambridge City Centre and the existing mainline railway station. This will also link the existing north and south strategic cycle routes on the CGB making direct cycle trips possible between the CNFE and all destinations north and south along the existing CGB and a direct route from the Biomedical campus at Addenbrooke's to the Science Park. This is proposed to be delivered through the first tranche of the City Deal 2015-2021;
- Major improvements to the Milton Road corridor, including high quality bus priority measures, have also been identified as part of the first tranche of the City Deal;
- Upgrading of the existing A14 including improvements to the A14 / A10 major grade separated junction serving the CNFE area are proposed as part of the A14 works. A Development Consent Order for the A14 Improvement Scheme was accepted for Examination on 27 January 2015. Subject to approval later this year the improvements are due to be completed by 2020.

5.5 Collectively, these significant improvements to the connectivity of the area will transform the CNFE into a highly sustainable transport hub with good connections for cyclists and pedestrians in /out of the city, to the established Science Parks, the existing railway station and the Biomedical campus at Addenbrooke's Hospital.

Cambridge Northern Fringe East Area Action Plan

5.6 Work on the Cambridge Northern Fringe East Area Action Plan referred to within Policy 14 of the Cambridge Local Plan and Policy SS/3 of the South Cambridgeshire Local Plan has already commenced. An Issues and Options Consultation in relation to the AAP took place between 8 December 2014 and 2 February 2015 (RD/LP/320).

5.7 The two Councils, working in partnership with Cambridgeshire County Council, along with Brookgate and other stakeholders are now actively progressing further work on the AAP in order to develop the preferred option for inclusion in the AAP. As part of this process there is ongoing dialogue and consultation between the Authorities and Brookgate and other stakeholders through a series of regular meetings.

Land Ownership

5.8 There are a number of land ownership interests within the CNFE as detailed on the Plan enclosed at Appendix 2 of Brookgate's Matter 9 Statement. The largest

individual land holding in the Area is owned by Anglian Water Group Ltd and the development potential of this area is being explored through the Cambridge Northern Fringe East Area Action Plan process.

- 5.9 A total of over 26 hectares of land, most of which is available for development from 2017, is owned or controlled by either Cambridge City Council (north of Cowley Road) or Brookgate and their partners. This significant area of land is considered to be free from overriding development constraints and available for development from 2017 onwards following the completion of the new railway station.
- 5.10 In 2014 Brookgate signed a Development Agreement with Network Rail and D B Schenker covering the areas set out in paragraph 1.2 above, which is being promoted by Brookgate on behalf of the Chesterton Partnership. The Chesterton Partnership has the ability to deliver a substantial redevelopment of the extensive brownfield area around the new station to provide a new gateway to the northern part of Cambridge and South Cambridgeshire, comprehensively planned to provide an early phase of development soon after the new station opens whilst ensuring that it is capable of integration with the wider CNFE area in the medium to longer term.
- 5.11 To this end, there remains ongoing dialogue between Brookgate and other landowners within the CNFE to ensure a coordinated approach to development.

Masterplanning

- 5.12 The scale, mix and distribution of uses across the CNFE area will be determined through the AAP process. As part of this, various options for the Area's redevelopment were considered as part of the Area Action Plan Issues and Options Report December 2014 (RD/LP/320).
- 5.13 As part of Brookgate's work in establishing the potential of their site, detailed masterplanning work is ongoing. Details of this are provided within Appendix 5 of Brookgate's Matter 9 Statement. Nonetheless, it is acknowledged and accepted that this masterplanning work needs to be informed by the AAP process and subject to public consultation to ensure that development on their site does not prejudice and positively enhances the development of the wider CNFE.

Technical Work

- 5.14 Various technical assessment work has been undertaken by or on behalf of the Councils and remains ongoing in the context of the preparation of evidence for the AAP in order to inform the Proposed Submission draft later this year. This will identify the amount, mix and phasing of development across the site. The work undertaken to date demonstrates no over-riding constraints to the development of the employment led redevelopment of the CNFE.
- 5.15 Cambridgeshire County Council are currently carrying out transport modelling to test a range of development options drawn from the CNFE Issues and Options Report and building on the fundamental changes to the accessibility of the site. This modelling work will focus on the early delivery of development around the new rail station and

the phased delivery of the CNFE. The successful build out of the development is underpinned by the significant transport infrastructure being delivered on the site over the next six years. These projects provide the catalyst for early development on the CNFE and are a major opportunity to build out a low-car use development built on sustainable transport measures which will minimise the highway improvements required on the existing highway network.

- 5.16 The levels of odour from the Water Recycling Centre (WRC) have been assessed for the Councils as part of the options report for the AAP and conclude that odour levels are acceptable for residential and commercial uses for a significant proportion of the CNFE area that lies further from the WRC and that the remainder of the CNFE (closer to but outside the WRC curtilage) is suitable for commercial development. The WRC is currently undergoing major infrastructure improvements and the modelling work undertaken indicates that this should further reduce the levels of odour in the areas surrounding the WRC. This work has informed the four development options consulted on in the AAP Issues and Options consultation (see Appendix 9 of the Councils' Matter 9 Statement).
- 5.17 In addition, significant technical assessment work has previously been undertaken in order to support the planning applications for the new rail station (including an Environmental Impact Assessment) and for the reconfiguration and consolidation of the existing minerals processing and transfer operation. Collectively this covers the majority of Brookgate's site.

6 Areas of Common Ground

- 6.1 It is agreed that the CNFE represents one of the most significant and sustainable brownfield opportunity sites within Greater Cambridge. The principle of an employment led mixed use redevelopment of the CNFE is agreed.
- 6.2 It is agreed that the opening of the new rail station will represent a significant development for the northern part of Cambridge and South Cambridgeshire that provides a major opportunity to act as a catalyst for the regeneration of the CNFE.
- 6.3 It is agreed that the redevelopment of the CNFE is likely to take place in a phased manner and that the early phases of development is likely to be focused around the new rail station.
- 6.4 It is agreed that an Area Action Plan will be developed by the two Councils collaboratively to guide future development of the CNFE.
- 6.5 It is agreed that the Councils and Brookgate will work jointly and with other stakeholders in the CNFE area to progress the sustainable development of the CNFE.
- 6.6 It is agreed that the identification of the CNFE as an Area of Major Change (Cambridge Local Plan) and Strategic Site (South Cambridgeshire Local Plan) is robust, justified and deliverable within the plan period and potentially beyond.
- 6.7 In response to Rep ID 27265 the Councils have proposed a Minor Modification to amend figure 3.3 on page 57 of the draft Cambridge City Local Plan to include a

triangular parcel of land to the south of the existing AAP area within the boundary of the proposed AAP to help facilitate the delivery of public infrastructure in the vicinity of the new station, including walking and cycling routes linking the proposed guided busway extension and new station; and to maintain flexibility for crossing railway lines within the CNFE area (see associated proposed minor modifications to the Policies Map and Figure 3.3 in M9/CCC&SCDC-Supplement 5). As a result, Brookgate confirms that objection 27625 is therefore conditionally withdrawn subject to this Minor Modification being made.

- 6.8 The Councils have proposed a number of other Minor Modifications to Policy 14 of the Cambridge City Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan and supporting text to the two policies. Brookgate and their partners agree with the Proposed Minor Modifications to the Local Plans being put forward by the Councils, with the exception of the issues set out in section 7 which relate to Brookgate and their partners' interests, where they seek further changes.

7. Outstanding Matters (areas of disagreement)

- 7.1 Although the parties agree to the majority of the content of a new paragraph proposed to be inserted between paragraphs 3.29 and 3.30 of both Local Plans set out in the Councils' Matter 9 Statement at Appendix 5 for Cambridge (page 63) and Appendix 6 for South Cambridgeshire (page 85), Brookgate and their partners disagree with the part of the Councils' proposed wording as highlighted in bold strikethrough below. Brookgate and their partners wish those words not to be included as they do not consider that the inclusion of these words resolves the original Brookgate objection (Cambridge Local Plan Representation 27261) and (South Cambridgeshire Local Plan Representation 58364):

'The new railway station will provide a catalyst for regeneration of this area. Early development around the new station could help create a vibrant area around this key infrastructure to meet the needs of users of the station and bring forward further phased delivery elsewhere within the CNFE area. Planning applications for early phases of development may be made ~~following submission of the AAP for examination but before its adoption, subject to ensuring that~~. Such applications ~~would~~ should not prejudice the outcome of the APP process and the achievement of the comprehensive vision for the area as a whole that will be established by the AAP.'

- 7.2 Brookgate would conditionally withdraw its objection to the Cambridge Local Plan in Representation 27261 and South Cambridgeshire Local Plan in Representation 58364 if the words in strikethrough were removed from the Minor Modifications and a new word is inserted within the paragraph as shown (bold underlined).
- 7.3 As stated in the Councils' Matter 9 statement² it is likely that development will come forward in a phased manner, reflecting the different land ownerships and varied nature of land/uses within the area. The Councils wish to ensure that the early delivery of individual proposals does not undermine the ability to achieve a

² M9/CCC&SCDC, Paragraphs 149 and 150.

comprehensive approach to the area's long-term regeneration. The policies are clear regarding how the Councils would react to proposals which could undermine this goal, particularly given the intention to prepare an AAP.

- 7.4 The Councils acknowledge that there are likely to be earlier phases in the CNFE development, and consider it is desirable to create an attractive and vibrant area around the new station as soon as possible, so long as any early development contributes fully and appropriately to the delivery of the overall development vision of the Local Plans, that will be amplified by the AAP. Such proposals may come forward in parallel with the later stages of the AAP process (following submission of the APP and thereafter), subject to ensuring that they would not prejudice the outcome of the AAP process and the achievement of the comprehensive vision for the area set out by the AAP. However, the Councils do not consider it appropriate for planning applications to come forward until such time as the development vision for the CNFE as a whole is sufficiently clear to allow such applications to be determined with confidence as to the wider context. Consistent with this objective, the earliest point that such applications should be made is following submission of the AAP for examination. To submit such application(s) at any earlier stage would prejudice the comprehensive delivery of the development vision and compromise the successful development of the CNFE as a whole.

AGREEMENT

Signed by:



Sara Saunders on behalf of Cambridge City Council

Dated: 23 April 2015

Signed by:



Caroline Hunt on behalf of South Cambridgeshire District Council

Dated: 23 April 2015

Signed by:

A handwritten signature in black ink, appearing to read 'S.M. Williams', written over a horizontal line.

on behalf of Brookgate Land Ltd

Dated: 23 APRIL 2015

Appendix 1: Letters of Support from Brookgate Land Limited, Network Rail Infrastructure Limited and DB Schenker Rail (UK) Limited

13th April 2015

Laura Graham BSC MA MRTPI
c/o Gloria Alexander, Programme Officer
Public Examination Office
South Cambridgeshire District Council
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

T: +44 (0)1223 443340
F: +44 (0)1223 443341
E: info@brookgate.eu

www.brookgate.eu

Dear Madam

Letter of Support from the Chesterton Partnership - Cambridge and South Cambridgeshire Local Plans – Statement of Common Ground Submission

Brookgate Land Limited is authorised to submit this letter on behalf of the Chesterton Partnership in support of Local Plan policies in both Cambridge and South Cambridgeshire Local Plans which promote the development of the Chesterton Sidings site as part of wider regeneration policies for the Cambridge Northern Fringe East (CNFE) area.

The Chesterton Partnership comprises Brookgate Land Limited (promoter), Network Rail Infrastructure Limited (NR) freeholder, and DB Schenker Rail (UK) Limited (DBS) leaseholder, and was formed specifically for the purpose of bringing forward the development of the Chesterton Sidings site. The landowning parties are in dialogue with Freightliner Limited (NR lessee) and Lafarge Tarmac Limited (DBS sub-lessee) to ensure their support for delivery of revised rail freight infrastructure at Chesterton Sidings.

Chesterton Partnership meetings are held regularly to set strategy and review progress, whilst numerous work streams are being progressed to bring forward the Chesterton Sidings site for development – for example, planning approval for reconfiguration of the Lafarge Tarmac minerals processing and transfer operation; and proposals for relocation of the operational freight sidings to release redundant rail land for development.

In summary, the Chesterton Partnership is fully committed to securing the development of the Chesterton Sidings site and fully supports the Statement of Common Ground text which has been agreed with Cambridge City Council and South Cambridgeshire District Council.

Yours faithfully



Simon Wallis
Development Director
Brookgate Land Limited
For the Chesterton Partnership



Laura Graham BSC MA MRTPI
c/o Gloria Alexander, Programme Officer
Public Examination Office
South Cambridgeshire District Council
South Cambridgeshire Hall
Cambourne Business Park
Cambourne, Cambridge
CB23 6EA

Katie Brown
Planning and Land Services
1 Eversholt Street
London
NW1 2DN
M 07713301739
katie.brown@networkrail.co.uk

13 April 2015

Dear Laura Graham & Gloria Alexander,

Letter of Support from the Chesterton Partnership

Cambridge and South Cambridgeshire Local Plans – Statement of Common Ground Submission (Cambridge Northern Fringe East (CNFE)).

Network Rail Infrastructure Limited (NR) is the freeholder of land known as Chesterton Sidings and is a founding partner of the Chesterton Partnership along with Brookgate Land Limited (promoter) and DB Schenker Rail (UK) Limited (leaseholder).

Brookgate Land Limited is authorised to submit the attached letter on behalf of the Chesterton Partnership supporting Local Plan policies for the Cambridge Northern Fringe East (CNFE) area in both Cambridge and South Cambridgeshire Local Plans.

Yours sincerely

**Katie Brown MRTPI
Senior Town Planner**

Laura Graham Bsc MA MRTPI
c/o Gloria Alexander, Programme officer
Public Examination Office
South Cambridgeshire Council
South Cambridge Hall
Camborne Business Park
Camborne
CAMBRIDGE CB23 6EA
13 April 2015

Islington McBeath House
310 Goswell Road
Islington
London
EC1V 7LW

Tel: 01302 557022

Fax:

Your ref :

Our ref :

Letter of Support from the Chesterton Partnership - Cambridge and South Cambridgeshire Local Plans - Statement of Common Ground Submission

Dear Madam,

By this letter I confirm that:

DB Schenker Rail (UK) Limited holds a 125 year lease from Network Rail from 1st April 1994 at Chesterton sidings in connect with its rail freight business. The company is part of the Chesterton Partnership with Brookgate Land Limited (promoter) and Network Rail Infrastructure limited (freeholder).

Brookgate Land Limited is authorised to submit the attached letter on behalf of the Chesterton Partnership supporting Local Plan policies for the Cambridge Northern Fringe East (CNFE) area in both Cambridge and South Cambridgeshire Local Plans

Yours sincerely



David Bryett
Head of Property Management

e-mail : david.bryett@dbschenker.com