

APPENDIX C

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

OPTION 1 PROPOSALS			
Respondents	Support (incl. qualified)	Object	Comment
40	17	15	8
<p><i>Vision</i></p> <ul style="list-style-type: none"> • 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 <p><i>General Land Uses</i></p> <ul style="list-style-type: none"> • 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 intensification <p><i>Specific Use Issues</i></p> <ul style="list-style-type: none"> • Remove Waste Water Treatment Centre or significantly modernised to stop any odour- 			

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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.

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

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
- 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-

OPTION 2 PROPOSALS

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.
- 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

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

OPTION 3 PROPOSALS

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.
- 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.

OPTION 3 PROPOSALS

- 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.
- 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

OPTION 3 PROPOSALS

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

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

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

OPTION 4 PROPOSALS

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 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.

OPTION 4 PROPOSALS

- 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.
- 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 BI(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.