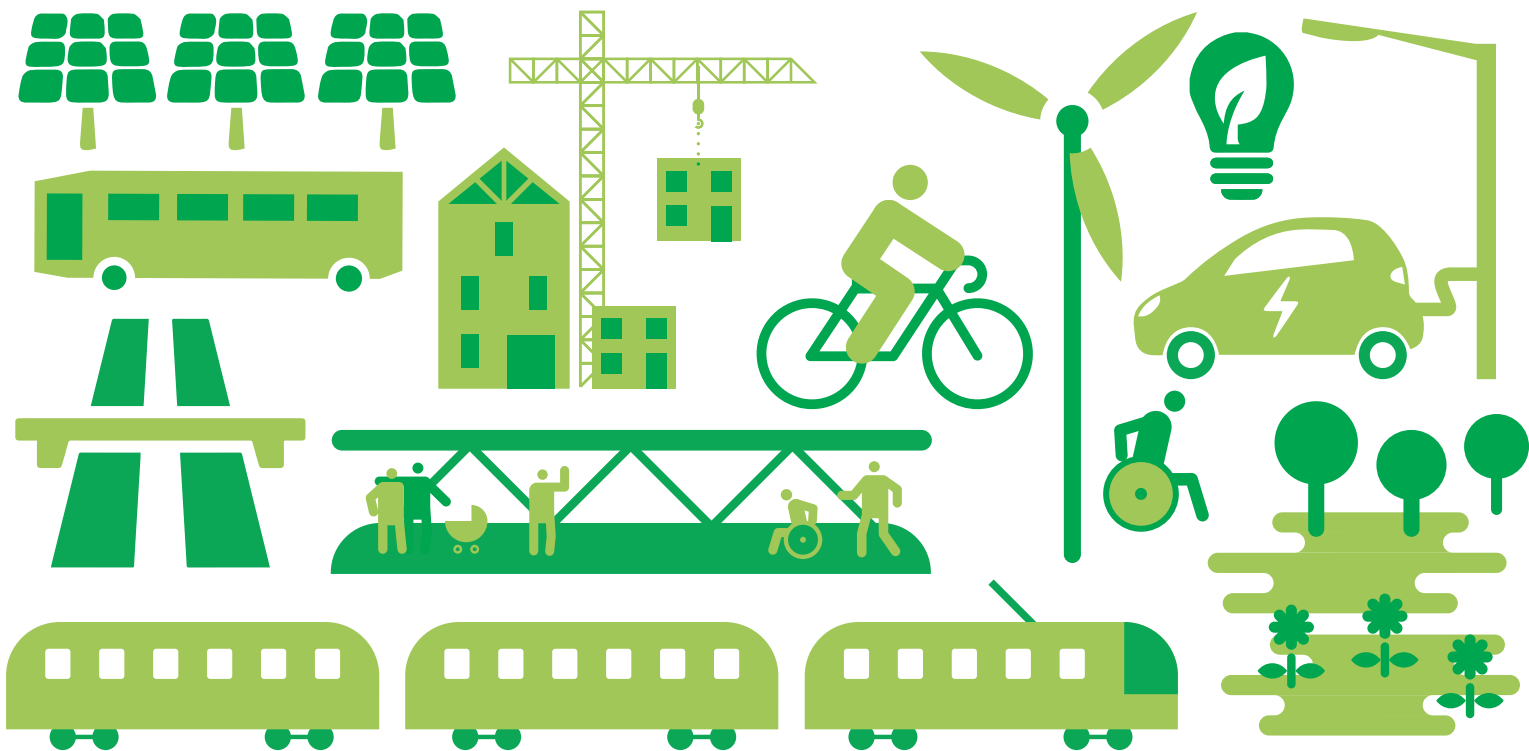


# Infrastructure Topic Paper



## Greater Cambridge Local Plan

Topic paper published alongside the First Proposals  
(Regulation 18: The Preferred Options) Consultation 2021

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## 1. Introduction and Purpose

This is one of eight topic papers produced to inform the consultation on the Greater Cambridge Local Plan: First Proposals. The topic papers are:

- Strategy
- Climate Change
- Green Infrastructure
- Wellbeing and Social
- Great Places
- Jobs
- Homes
- Infrastructure

All of the papers can be found on the [Greater Cambridge Shared Planning website](#).

The topic papers set out how the preferred option for each policy under the relevant Local Plan 'Theme' has been developed. As such, the topic papers support and complement the First Proposals consultation document as they provide a detailed explanation of the basis for each preferred policy approach. The policies are presented in a consistent format in each paper with sufficient information to provide a comprehensive appreciation of the background to and development of the preferred option. The content and structure for each policy option is:

- the issue the plan is seeking to respond to;
- the national, regional and local policy context that informs how the plan should address the issue;
- how consultation and engagement have informed the policy's development;
- the evidence that has informed the preferred policy option;
- the proposed policy approach and reasons why this is preferred, including alternative options considered; and
- further work and next steps.

A Local Plan must be informed by consultation and engagement as well as statutory processes, such as Sustainability Appraisal and Habitats Regulations Assessment, and the requirements of national planning policy. These important elements of plan-making have, therefore, informed development of the preferred options for the Local Plan and are the subject of separate reports, and are also available on the [Greater Cambridge Shared Planning website](#). These form part of the overall consultation and are summarised below.

## Greater Cambridge Local Plan Statement of Consultation

The Statement of Consultation sets out how the Councils have undertaken consultation, and propose to undertake consultation, in preparing the Greater Cambridge Local Plan.

The Statement will be updated at each stage of the plan making process; the current version supports the First Proposals (Preferred Options) stage.

The approach to Local Plan consultation is founded on the Councils' [Statement of Community Involvement](#). This sets out how and when we will involve the community and key stakeholders in preparing, altering and reviewing our plans and guidance for future development. It also explains how we will involve the community in planning applications.

The current version of the [Statement of Consultation](#) provides details of the consultation and engagement we have undertaken to date. This includes events before and after the first formal consultation on the plan, as well as details of the formal consultation itself, known as The First Conversation. The Statement summarises what have you told us so far and how we have taken this into account in developing the Local Plan.

## Greater Cambridge Local Plan Sustainability Appraisal

A sustainability appraisal is a systematic process required by law that must be carried out during the preparation of a local plan. Its role is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives. Sustainability appraisal should be applied as an ongoing process informing the development of the plan throughout its preparation.

Reasonable alternatives are the different realistic options considered in developing the policies in the plan. They need to be sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made. The sustainability appraisal should only focus on what is needed to assess the likely significant effects of the plan.

A Sustainability Appraisal Scoping Report was subject to consultation alongside the First Consultation in January 2020. A sustainability appraisal was also completed on the First Conversation. In November 2020 an appraisal was carried out to inform the testing of development strategy options. These reports can be found on the Greater Cambridge Shared Planning website in the [document library](#) section.

The Greater Cambridge Local Plan First Proposals Sustainability Appraisal report has now been published, which considers the proposals and option identified in the First Proposals report. It includes a non-technical summary of the information, providing a clear and accessible overview of the process and findings.

The sustainability appraisal report sets out the reasonable alternatives considered as the plan has evolved, including the preferred approach in each case, and assesses these against the baseline environmental, economic and social characteristics of the area.

## **Greater Cambridge Local Plan Habitats Regulations Assessment**

A Habitats Regulations Assessment (HRA) refers to a process which must be undertaken by law to determine if a plan or project may affect the protected features of a habitats site. European Sites and European Offshore Marine Sites are referred to as 'habitats sites' in national planning policy.

All plans which are not directly connected with the conservation management of a habitat site require consideration of whether the plan or project is likely to have significant effects on that site. This consideration should take into account the potential effects both of the plan/project itself and in combination with other plans or projects.

If a proposed plan or project is considered likely to have a significant effect on a protected habitats site then an appropriate assessment of the implications for the site, in view of the site's conservation objectives, must be undertaken. An appropriate assessment for a local plan should consider the impacts on sites and confirm the suitability or likely success of mitigation measures.

The HRA process began in 2020 with the publication of the HRA Scoping Report alongside the First Conversation in January 2020, which identified European sites with potential to be affected by the Local Plan. In November 2020 an assessment of the strategic spatial options was published. These reports can be found on the Greater Cambridge Shared Planning website in the [document library](#) section.

An HRA has now been carried out of the proposals in the First Proposals Report and published to accompany the consultation.

## **Greater Cambridge Local Plan Duty to Cooperate: Statement of Common Ground**

The purpose of the Greater Cambridge Local Plan Duty to Cooperate Statement of Common Ground is to set out the main areas of common and uncommon ground with relevant partners on strategic cross-boundary matters. It also forms part of the

evidence required to demonstrate that the Councils have complied with the duty to cooperate in preparing the local plan.

The Statement of Common Ground responds to the requirement in national planning policy and guidance that strategic policy-making authorities are expected to document the activities undertaken when in the process of addressing strategic cross-boundary matters whilst cooperating. These will include the following matters that should be tailored to address local circumstances:

- working together at the outset of plan-making to identify cross-boundary matters which will need addressing;
- producing or commissioning joint research and evidence to address cross-boundary matters;
- assessing impacts of emerging policies; and
- preparing joint, or agreeing, strategic policies affecting more than one authority area to ensure development is coordinated.

The Statement of Common Ground is intended to provide the outcome at a point in time of the ongoing cooperation with relevant bodies regarding strategic cross-boundary matters. It is intended to be a concise sign-posting document. It is closely related to the First Proposals Duty to Cooperate Statement of Compliance and to the First Proposals Statement of Consultation.

### **Greater Cambridge Local Plan Equalities Impact Assessment (EQIA)**

The Public Sector Equality Duty, introduced under the Equality Act 2010, requires all public bodies, including Councils, to have due regard to the need to eliminate unlawful discrimination, harassment, and victimisation; advance equality of opportunity between those who share a protected characteristic and those who do not; and foster good relations between those who share a relevant protected characteristic and those who do not.

An EQIA provides a methodical approach to the assessment of impacts across the protected characteristics set out in legislation. An assessment should be completed during the development and review of all Council policies, strategies, procedures, projects or functions.

EQIA was carried out at the First Conversation stage at January 2020, and in relation to the testing of strategic options in November 2020. These reports can be found on the Greater Cambridge Shared Planning website in the [document library](#) section.

The Greater Cambridge Local Plan First Proposals Report Equalities Impact Assessment has now been proposed to provide an assessment of the policies and proposals in the consultation.

## **2. Overall Context for Infrastructure**

### **2.1 Background**

The Greater Cambridge Local Plan Reg 18 First Conversation consultation in 2020 identified infrastructure as one of the key themes that the emerging local plan needs to address.

The consultation identified key issues relating to:

- Reducing the need to travel and increasing access to sustainable transport options The Local Plan will need to consider how new development encourages a shift towards decreasing car use and increased use of sustainable transport.
- Securing new infrastructure to accompany new homes and jobs.

We asked questions about how we should encourage a shift away from car use and towards more sustainable modes of transport, and what our priorities should be regarding infrastructure delivery. We have reviewed the responses you gave us, and you will find the issues raised summarised in this topic paper.

We published our initial evidence findings in November 2020 relating to the transport and infrastructure implications of different development strategy choices available to the Local Plan, and we held some workshops with stakeholders on these issues.

Since then we have been preparing the First Proposals, and further developing the evidence that supports the plan. We have published a transport report, infrastructure study, and viability to accompany the First Proposals consultation.

### **2.2 Proposed Approach**

The following proposed policies areas are addressed in this topic paper. For each of these, further detail is provided on the national, regional and local policy context, the consultation and engagement undertaken, the evidence informing it, the proposed approach and reasons for its selection, and details of further work on the issue that will be undertaken for future stages of the plan making process.

- Sustainable Transport and Connectivity (I/ST)
- Parking and Electric Vehicles (I/EV)
- Freight and Delivery Consolidation (I/FD)
- Safeguarding important infrastructure (I/SI)
- Aviation Development (I/AD)
- Infrastructure and Delivery (I/ID)
- Digital Infrastructure (I/DI)

### 3. Further Work and Next Steps

The Infrastructure Delivery Plan (IDP) is a key piece of evidence that will identify the required infrastructure to deliver the growth proposed in the Greater Cambridge Local Plan (GCLP) in order for growth. The preparation of the IDP mirrors the preparatory stages of the Local Plan, with detail and clarity increasing with each plan stage. The GCLP is currently at the First Proposals (Preferred Options) stage, which is an early stage, prior to the draft Plan and as such it's level of detail on the development areas is necessarily limited.

When the draft Plan is prepared the IDP will be able to review the infrastructure requirements of the development areas in detail. The IDP will identify current provision, capacity/constraint issues, explore future infrastructure need based on proposed development trajectories, identify costs and funding opportunities. The product will be a costed Infrastructure Schedule and Funding Statement considering phasing, prioritisation, cost, funding and agents of delivery.

The IDP will remain a 'live' document that can be reviewed as and when new infrastructure schemes are identified, or any changes to funding or phasing of schemes or when schemes have been delivered. The IDP in turn feeds into a viability assessment work (prepared by another consultancy) that considers deliverability.

At this First Proposals stage the IDP focuses on the broad development potential of the major development areas in the emerging Spatial Strategy. To achieve this, we work with the infrastructure providers to scope out what will be needed and at what broad order of cost to deliver the levels of growth identified. The work also considers and aligns with evidence in other Topic Papers such as health and wellbeing.

A Viability Assessment using a Residual Land Value development cost and value model was undertaken at a high level to assess spatial options. The high level indicative costs/methodology includes a buffer or viability margin to account for fluctuations in BCIS indexation/change in costs over time). A Viability Assessment has also been undertaken to accompany this stage.

Transport evidence has also been commissioned to accompany each stage of plan making. The aim of these transport evidence base documents is to identify the opportunities for encouraging a shift to more sustainable transport modes and as well as to identify the main strengths and weaknesses of the transport networks in the plan area. In November 2020 we published a study comparing different growth strategy options. The report accompanying the First Proposals now explores the transport implications of the sites and development strategy proposed.



## 4. I/ST Sustainable Transport and Connectivity

### 4.1 Issue the Plan is Seeking to Respond to:

The Greater Cambridge Local Plan will need policies to reduce the over reliance on car use and high levels of car ownership and to minimise and mitigate the transport impacts of development, including the impacts on the environment and the health and wellbeing of local communities. It will need to set out how to maximise opportunities for sustainable mode choice, including through place making and adopting the principles of walkable neighbourhoods and co-locating homes with jobs, services and facilities, which reduce the need to travel and put people first, making places more inclusive to everyone. Policies will need to respond to and future proof for changing patterns of mobility, technological improvements and encourage innovative solutions.

### 4.2 Policy Context

#### National Context

The National Planning Policy Framework (2021) (NPPF) has a presumption in favour of sustainable development for both plan-making and decision-taking. The NPPF has a requirement for developments which generate significant amounts of movement to be supported by a Transport Assessment or Transport Statement and Travel Plan.

Paragraph 104 states that transport issues should be considered from the earliest stages of plan-making and development proposals, and that opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, should be realised. Also that;

- potential impacts on transport networks can be addressed and patterns of movement, streets, parking and other transport considerations are integral to the design and contribute to making high quality places
- opportunities to promote walking, cycling and public transport use are identified and pursued
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains

Paragraph 105 establishes that it is for the planning system to actively manage patterns of growth in support of sustainable development. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can

help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

Paragraph 106 states that planning policies should support a mix of uses to minimise the number and length of journeys, be aligned with strategies and investment for supporting sustainable transport to widen transport choice and provide for high quality walking and cycling networks and supporting infrastructure.

Paragraph 108 states - In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 112. Within this context, applications for development should:

- a. give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c. create places that are safe, secure and attractive which minimises scope for conflict between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards;
- d. allow for efficient delivery of goods, and access by service and emergency vehicles; and
- e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

The Planning Practice Guidance includes a section on Transport evidence bases in plan making and decision taking. A robust evidence base will enable an assessment of the transport impacts of both existing development as well as that proposed and can inform sustainable approaches to transport at a plan-making level. This will include consideration of viability and deliverability. The link to the paragraph below of the Planning Practice Guidance can be found in the reference list in the appendices.

(Paragraph: 002 Reference ID: 54-002-20141010)

The key issues, which should be considered in developing a transport evidence base, include the need to:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms
- assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport
- highlight and promote opportunities to reduce the need for travel where appropriate
- identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate
- consider the cumulative impacts of existing and proposed development on transport networks
- assess the quality and capacity of transport infrastructure and its ability to meet forecast demands
- identify the short, medium and long-term transport proposals across all modes

The outcome could include assessing where alternative allocations or mitigation measures would improve the sustainability, viability and deliverability of proposed land allocations (including individual sites) provided these are compliant with national policy as a whole. The link to the paragraph below of the Planning Practice Guidance can be found in the reference list in the appendices.

(Paragraph: 003 Reference ID: 54-003-20141010)

Planning Practice Guidance includes a section on Travel Plans, Transport Assessments and Statements.

Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. Their development should be an iterative process

as each may influence the other. The link to the paragraph below of the Planning Practice Guidance can be found in the reference list in the appendices.

(Paragraph: 002 Reference ID: 42-002-20140306 and Paragraph: 005 Reference ID: 42-005-20140306)

Travel Plans, Transport Assessments and Statements can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. The link to the paragraph below of the Planning Practice Guidance can be found in the reference list in the appendices.

(Paragraph: 006 Reference ID: 42-006-20140306)

Travel Plans, Transport Assessments and Statements should be:

- proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
- established at the earliest practicable possible stage of a development proposal;
- tailored to particular local circumstances;
- brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators and other bodies. Engaging communities and local businesses can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).

The link to the paragraph below of the Planning Practice Guidance can be found in the reference list in the appendices.

(Paragraph: 007 Reference ID: 42-007-20140306)

In determining whether a Travel Plan will be needed for a proposed development the local planning authority should take into account the following considerations:

- the Travel Plan policies (if any) of the Local Plan;
- the scale of the proposed development and its potential for additional trip generation;
- existing intensity of transport use and the availability of public transport;
- proximity to nearby environmental designations or sensitive areas;
- impact on other priorities/ strategies (such as promoting walking and cycling);
- the cumulative impacts of multiple developments within a particular area;
- whether there are particular types of impacts around which to focus the Travel Plan (e.g. minimising traffic generated at peak times); and
- relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.

The link to the paragraph below of the Planning Practice Guidance can be found in the reference list in the appendices.

(Paragraph: 009 Reference ID: 42-009-20140306)

Further Guidance is also included in the National Planning Practice Guidance.

## **Regional / Local Context**

### **Cambridgeshire and Peterborough Combined Authority (CPCA)**

The devolution deal for Cambridgeshire and Peterborough sets out key ambitions for the combined authority. Most relevant to this topic paper is its ambition to ‘deliver outstanding and much needed connectivity in terms of transport and digital links’.

### **Cambridgeshire and Peterborough Local Transport Plan**

As the CPCA is now the local transport authority with strategic transport powers it has prepared a local transport plan which sets out its aims and objectives. The plan supports the CPCA’s no statutory spatial framework which looks to align essential infrastructure, housing, and job growth. The plan brings together the local transport plans prepared by Cambridgeshire County Council and the local transport plan for Peterborough supporting the objectives set out for the Transport Strategy for Cambridge and South Cambridgeshire.

## **Cambridgeshire County Council**

The County Council is the highway authority with responsibility for on-street parking and for maintaining the county's roads. The County Council was the transport authority however this responsibility has now passed to the Cambridgeshire and Peterborough Combined Authority.

The County Council has declared a Climate Emergency and has published a [climate change and environment strategy \(May 2020\)](#). It sets out a vision to deliver net zero carbon by 2050. Transport is a priority area of the strategy and the County will manage its highways to prioritise walking, cycling and public transport and supporting the uptake of electric vehicles. This will minimise carbon emissions and improve air quality. Active network management will allow all communities to access alternative forms of transport such as autonomous vehicles and electric vehicles. These strategy aims have been embedded into the Combined Authority's local transport plan.

## **The Greater Cambridge Partnership (GCP)**

The GCP is the local delivery body for a City Deal with central Government. It provides powers in decision making and investment worth approximately £500 million over 15 years, to crucial infrastructure improvements and projects and supports the creation of 44,000 new jobs, 33,500 new homes and 420 additional apprenticeships. They are seeking to deliver a range of transport schemes, particularly focused on public transport, cycling and walking opportunities

## **Cambridge City Council**

### **Cambridge City Council Corporate Plan (2019-2022)**

The City Council has a vision to lead a unified city 'one Cambridge fair for all' that includes the following objectives:

- Cambridge - a great place to live, learn and work: A city where getting around is primarily by public transport, bike and on foot.
- Cambridge - caring for the planet: A city that takes robust action to tackle the local and global threat of climate change, both internally and in partnership with local organisations and residents, and to minimise its environmental impact by cutting carbon, waste and pollution.

This vision and objectives of the Corporate Plan are delivered through a number of policies, plans and strategies:

## **Cambridge City Council Air Quality Action Plan 2018-2023**

The Air Quality Action Plan sets out priorities for maintaining and improving air quality.

The actions fall into three main categories:

- Reducing local traffic emissions as quickly as possible to meet national objectives. Proposals in this area include:
  - lowering emissions from taxis, by increasing the number of electric and hybrid vehicles through incentives and installing more charging points.
  - reducing bus and coach emissions, by working with partners to invest in more environmentally friendly vehicles.
  - reducing HGV emissions in the city centre, by promoting 'greener' methods for making deliveries of goods, such as by cycle.
- Maintaining levels of pollutants below national objectives, including by using planning policies to improve access to sustainable modes of transport.
- Improving public health, including by educating people about the health impacts of poor air quality and encouraging 'greener' lifestyles.

## **Cambridge City Council Climate Change Strategy 2021-2026**

The Climate Change Strategy sets out a number of key objectives including 'reducing emissions from transport in Cambridge'. Measures include promoting sustainable transport, installing electric charging points and requiring all taxis to be ultra-low emission or zero emission by 2028. The City is a key partner in the Greater Cambridge Partnership which is implementing a major programme of sustainable transport improvements, including: public transport and active travel corridor schemes, 12 cycling and walking 'greenways', cross-city cycling routes, improved park and ride connections, and investment in zero emission buses.

The City Council have declared a climate emergency with an ambition to be net zero carbon by 2030.

## **South Cambridgeshire District Council**

### **Business Plan 2019-2024**

South Cambridgeshire has a vision to put the heart into Cambridgeshire by:

- Helping businesses to grow - Helping to ensure people's homes are close to their jobs and can be accessed by walking, cycling, and using public transport

- Building homes that are truly affordable to live in - Working with partners to provide alternatives to private car travel through new and improved walking, cycling and public transport routes
- Being green to our core - Installing new air quality monitors so that we can track, maintain and improve air quality, installing electric vehicle charging points at Council offices and incentivising taxi operators and drivers to make the move to electric vehicles

### **South Cambridgeshire District Council Zero carbon strategy and action plan**

South Cambridgeshire has declared a climate emergency with an ambition to be zero carbon by 2050. The Business Plan 2019-24 includes a broad and far-reaching programme consisting of 14 high level actions on zero carbon, including actions reducing the emissions from transport.

### **Health and Wellbeing Strategy 2020-2024**

By adopting a “health in all policies” approach the Council will seek to achieve a net gain in human health in all its endeavours and activities, through influencing the wider determinants to health. Providing for health and wellbeing is an essential element to place making, building strong and resilient communities engaged in addressing wider environmental challenges; and is complementary to a supportive built environment designed to promote health and wellbeing.

### **Adopted Local Plans**

#### **South Cambridgeshire Local Plan 2018**

Policy TI/2: Planning for Sustainable Travel requires that development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location. It sets out detailed requirements regarding the connectivity required, particularly for walking, cycling, and public transport, and the contributions required from developers. It also requires Transport Assessment and Travel Plans to be submitted with larger developments.

#### **Cambridge Local Plan 2018**

Policy 5: Sustainable Transport and Infrastructure requires development to be consistent with and implement transport strategies and policies in the Local Transport Plan and daughter documents. With emphasis on securing modal shift and greater use of more sustainable forms of transport, it supports delivery of transport schemes and improving sustainable transport and access, promoting pedestrian and



cycle priority, addressing 'pinch-points', barriers and missing links, cycle parking improvements, linking growth to the city-wide 20mph zone and easing pressure on the air quality management area in the city centre.

Policy 81: Mitigating the Transport Impact of Development sets out the requirement for a Transport Assessment and Travel Plan to be submitted with larger development proposals to assess and mitigate the transport impact, and the contributions required from developers.

The Greater Cambridge Sustainable Design and Construction Supplementary Planning Document (2020) also provides guidance.

### **4.3 Consultation and Engagement**

Respondents to the First Conversation consultation support development being focussed in sustainable locations with access to a mix of uses including jobs, education, services and facilities and connected by sustainable transport links. Key feedback from the first conversation included the following:

- Support for measures which will prioritise and encourage use of sustainable and active modes and seek to reduce car use.
- New infrastructure should be delivered prior to first occupations, to a high quality, for people of all abilities, and improve connectivity of the wider network.
- Developers should mitigate their transport impacts and help fund improved public transport, including alternative forms such as Dial a Ride and shuttle buses.
- Adequate provision of infrastructure is needed for electric vehicles and policy should be flexible to future proof and adapt to changing patterns of travel and technological and innovative solutions.

### **4.4 Evidence Base**

#### **Greater Cambridge Local Plan Transport Existing Conditions Report**

The main aim of the transport evidence base is to identify the opportunities for encouraging a shift to more sustainable transport modes and as well as to identify the main strengths and weaknesses of the transport networks in the plan area. The report is structured around three themes:

- Demand: Where do people want to travel from and to? This chapter outlines the demographics and trip generation

- Connectivity: What connectivity options are available to facilitate these movements? Outlining the present public transport, cycling and highway networks, trip attractors, environmental indicators, road safety, and cycle parking.
- Future transport provision: Known transport schemes in development. Outlines the planned transport provision including Cambridgeshire and Peterborough Combined Authority, Greater Cambridge Partnership and National Infrastructure Schemes.

The report shows whilst there is good coverage for pedestrians, cyclists and Public Transport in Cambridge, the level of coverage in South Cambridgeshire is less comprehensive. Whilst there are numerous public transport services that serve the major areas of population within South Cambridgeshire, the routing or frequencies means that they are not attractive for regular journeys such as commuting. There is a need to address the gaps in the existing transport networks and the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership have developed a range of transport interventions designed to cater for the future growth aspirations in the Greater Cambridge area.

Available online: <https://www.greatercambridgeplanning.org/media/1424/gclp-strategic-spatial-options-assessment-existing-transport-conditions-report-nov2020.pdf>

## **Greater Cambridge Local Plan Transport Evidence Report**

The purpose of this report is as follows;

- Set out the modelling methodology used in the assessment of the identified spatial options and preferred options.
- Set out the details of the scale of development that forms the 2041 Baseline that has been used as the starting point for the assessment of the spatial options and preferred options
- Set out the assumptions made for each of the spatial options and preferred options, including the quantum and location of development
- Provide high level results setting out the impact of each spatial option and preferred options on transport networks
- Provide a high-level indication of the deliverability of each option in transport terms.

The findings show that whilst the best performing spatial options were Options 1 (Densification) and 7 (Integrating homes and jobs), all of the spatial options with the exception of Option 5 Villages have the potential to increase use of active travel

modes and reduce reliance on the car, as long as the exact location of the development sites is carefully considered. All spatial options show an increase in the number of trips, time taken and delays on the highway network. The results indicate that additional mitigation will be required over that already assumed in the transport model and that this mitigation should achieve additional levels of mode shift from all the options.

Available online: <https://www.greatercambridgeplanning.org/media/1437/gclp-strategic-spatial-options-assessment-transport-evidence-report-nov2020.pdf>

## **4.5 Proposed Policy Approach and Reasons**

### **The Proposed Policy Direction**

The proposed policy direction, as set out in the First Proposals report is as follows:

This policy will seek to deliver sustainable and inclusive communities by minimising the need to travel and reducing travel distances, whilst ensuring there is effective and sufficient sustainable transport mode choice and improved connectivity for everyone of any ability. It will require development to be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.

Developers will be required to submit a Transport Statement, and for larger developments Transport Assessment (integrating a Low Emissions Strategy) and Travel Plan, to demonstrate how many trips will be generated by the development, their impacts (including on health, environment and cumulative impacts), and how they will be accommodated and addressed, maximising opportunities for sustainable travel.

Innovative and flexible solutions will be sought to internalising trips and reducing vehicle use, including through measures such as digital infrastructure and last mile deliveries. New developments should be designed around the principles of walkable neighbourhoods and healthy towns to encourage active sustainable travel; the policy will ensure priority is given to people over vehicular traffic (with low speeds), to make journeys by walking and cycling more direct and convenient than by car. They should also protect and enhance the public rights of way network.

Developers will be required to contribute to improvements to public and community transport and deliver new and improved sustainable active travel connections for non-motorised users including for equestrians appropriate to the scale and nature of the proposal. Additional guidance for developers on the quality of provision is being prepared in an Active Travel Toolkit. Improvements will include enhancements to existing routes to break down barriers to use and improve safety and capacity, as

well as providing high quality new routes to improve connections to nearby communities, services and facilities. Planned infrastructure schemes (such as East West Rail, improvements to the A428, and schemes planned by the Greater Cambridge Partnership and Cambridgeshire and Peterborough Combined Authority) will provide significant and wide ranging improvements for active travel modes; to maximise their benefits high quality local connections will be needed to integrate them into the wider network and with local communities.

This policy will require developments, appropriate to their scale and location, to deliver opportunities for seamless interchange between different modes, for example at travel hubs, and address the whole journey including the first/last mile. This includes accommodating new forms of mobility, innovative solutions, and future proofing technological changes, such as micromobility (including scooters/e-scooters), e-bikes and cycle hire, autonomous vehicles, Mobility as a Service (MaaS).

Developments which would have unacceptable transport impacts will not be supported.

### **Reasons for the Proposed Policy Direction**

In Greater Cambridge emissions from transport is one of the largest contributors to climate change. Through the development strategy proposed in this consultation we have considered where and how future development should be planned to enable the co-location of homes close to jobs, services and facilities so people can meet their day to day needs locally, to reduce the need to travel by car, and to support travel by walking, cycling and public transport. New developments should make high quality places, designed around people, with slower traffic speeds and giving pedestrians and cyclists priority.

The Local Plan will also need respond to changing patterns of mobility and technological innovations and set clear requirements regarding transport infrastructure and connectivity that is expected from new developments through the planning application process.

This policy will ensure development will not have an unacceptable transport impact; increasing vehicular trips on already congested roads or generating more trips using public transport or the existing walking and cycling network than there is currently capacity to safely accommodate, where necessary through securing improvements. Wider impacts on health and the environment, including cumulative impacts, will also be taken into consideration.

To reduce the reliance upon the private car and provide genuine travel choice which is inclusive to everyone, the policy will address the whole journey including the first/last mile and seamless interchange between modes, seek to break down physical and perceived barriers to improve connectivity, and ensure timely delivery of new and improved transport infrastructure to accommodate new development.

The policy will reflect the aims of the Cambridgeshire and Peterborough Local Transport Plan (prepared by Cambridgeshire and Peterborough Combined Authority as the local transport authority) and national policy whilst addressing the specific challenges and local opportunities within Greater Cambridge. The policy will also complement local schemes and measures proposed by the Greater Cambridge Partnership (a local infrastructure delivery vehicle) and Cambridgeshire County Council (as local highway authority).

### **Alternative approaches, and reasons why they were rejected**

Alternative approaches considered were:

No policy - Not considered a reasonable alternative. Relying on the Local Transport Plan or national policy would not be providing sufficient detail to address the local context and ensure that sustainable transport is fully considered through the planning application process.

## **4.6 Further Work and Next Steps**

Taking account of feedback received, the next step would be the inclusion of a fully worked up policy in the draft Local Plan for consultation at the next stage of plan making.

The Greater Cambridge Local Plan Transport Evidence Report will be updated to the inform the draft Local Plan policy.

## **5. I/EV Parking and Electric Vehicles**

### **5.1 Issue the Plan is Seeking to Respond to**

The Greater Cambridge Local Plan will need policies to reduce the over reliance on car use and high levels of car ownership to minimise the impacts on the environment, place making and the health and wellbeing of local communities. Reflecting the higher propensity to cycle in Greater Cambridge than nationally and, given that electric cycles are enabling longer journeys, it should build on this and encourage further modal shift. The availability of car and cycle parking influences modal choice. It will need to provide flexibility over the amount of car parking provided to respond to the differing accessibility afforded by non-car modes in urban and rural areas and should consider innovative solutions, such as providing access to car share vehicles particularly to reduce the number of second cars. To facilitate cycling it will need to require ample, safe, secure, accessible cycle parking, including for non-standard cycles. Reflecting the national drive to switch to electric vehicles, provision will need to be made for electric charging of vehicles and cycles.

### **5.2 Policy Context**

#### **National Context**

The [National Planning Policy Framework](#) (2021) (NPPF) states that maximum parking standards should only be set where there is a clear and compelling justification that they are necessary, for example for managing the local road network, or for optimising the density of development in locations well served by public transport. Local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

Paragraph 107 states that policies setting local parking standards for residential and non-residential development should take into account the accessibility of the development, its type, mix and use, the availability of and opportunities for public transport, car ownership levels and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Paragraph 112 states that applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

## **Regional / Local Context**

A summary of the general policy context for the regional and local level is provided under Policy I1 Sustainable Transport and Connectivity.

### **Cambridgeshire and Peterborough Combined Authority (CPCA)**

As the CPCA is the local transport authority with strategic transport powers it has prepared a local transport plan which sets out its aims and objectives. Policy Theme 19 addresses parking, including managing the demand for parking through parking design, controlled provision and enforcement.

### **Greater Cambridge Partnership (GCP)**

The GCP is currently developing an Integrated Parking Strategy (by Autumn 2021) to more effectively manage the use of on- and off-street parking with the aim of reducing congestion on the road network. Other interventions already underway to support a significant uplift in use of sustainable transport include increasing cycle parking and an electric bus pilot, which is being expanded.

### **Cambridgeshire County Council**

The County Council is the highway authority with responsibility for on-street parking.

The County Council's climate change and environment strategy (May 2020) includes a vision to deliver net zero carbon by 2050. Transport is a priority area and the County will manage its highways to prioritise walking, cycling and public transport and supporting the uptake of electric vehicles.

### **Cambridge City Council**

The Air Quality Action Plan and Climate Change Strategy set out objectives for reducing emissions from transport. Measures include promoting sustainable transport, increasing the number of electric and hybrid vehicles through incentives and installing electric charging points, requiring all taxis to be ultra-low emission or zero emission by 2028, and working with partners to reduce bus and coach emissions including through investment in zero emission buses.

### **South Cambridgeshire District Council**

South Cambridgeshire has an ambition to be zero carbon by 2050. The Business Plan 2019-24 includes 14 high level actions on zero carbon, including actions reducing the emissions from transport. Measures include installing electric vehicle

charging points at Council offices and incentivising taxi operators and drivers to make the move to electric vehicles.

## **Adopted Local Plans**

### **South Cambridgeshire Local Plan 2018**

Policy TI/3: Parking Provision requires car parking to be provided through a designed approach in accordance with the indicative standards. It encourages innovative solutions to car parking, including shared spaces where the location and patterns of use permit, and incorporation of measures such as car clubs and electric charging points. Cycle parking must be provided to at least the minimum standards. Where garages will be counted towards car and cycle parking minimum size requirements must be met.

### **Cambridge Local Plan 2018**

Policy 82: Parking Management states that planning permission will not be granted for developments contrary to the parking standards set out in Appendix L, which address car and cycle parking and provision for the disabled. Reduced levels of parking and car free or car-capped developments are acceptable in locations with good pedestrian, cycle and public transport access, and where it can be realistically enforced. Provision of car club spaces are supported. Electric charging points have also been required through low emissions strategies in association with specific developments.

The Greater Cambridge Sustainable Design and Construction Supplementary Planning Document (2020) also provides guidance.

## **5.3 Policy Context Consultation and Engagement**

[summarise how consultation and engagement has informed policy development, cross-referencing to the Consultation Statement where necessary].

## **5.4 Evidence Base**

### **Greater Cambridge Local Plan Transport Existing Conditions Report**

The report shows:

Car ownership - Census 2011 data shows South Cambridgeshire has an average of 1.55 cars per household, whilst Cambridge averages 0.91, reflecting the more rural nature of South Cambridgeshire and the less frequent Public Transport available



meaning that there is a greater reliance on cars in rural locations. The Greater Cambridge average (1.27 cars per household) is slightly lower than the Cambridgeshire average (1.37) and East of England region (1.33).

**Public Car Parking** – In addition to on-street parking, there are 13 pay and display off road public car parks within Cambridge which provide 5,715 spaces, and the Cambridge Park and Ride sites offer 6,025 spaces.

**Public Cycle Parking** - The formal cycle parks at the stations and large car parks have a capacity of over 4,250 spaces. In addition to the cycle parking spaces located around the city, the park and ride sites also have capacity for 381 cycle stands and 380 cycle lockers.

Available online: <https://www.greatercambridgeplanning.org/media/1424/gclp-strategic-spatial-options-assessment-existing-transport-conditions-report-nov2020.pdf>

## **Net Zero Carbon Study**

The new local plan must be consistent with the requirements of legislated national targets of being zero carbon by 2050 and science based targets aligned with the Paris Agreement. The Net Zero Carbon Study identifies policies with the specific aim of reducing greenhouse gas emissions from Greater Cambridge, including:

C1.1 Electric charging points to be included in each development: 50% active / 50% passive

- Dwellings with private parking: 1 charge point per dwelling (100% active)
- Communal parking areas: 1 charge per parking space (50% active, 50% passive)
- Employment: 30% with active charge points, and 30% with passive.
- Retail: 20% of bays with active charge points, and 20% with passive.

Developers will be required to submit evidence of a management strategy for any communal charge points.

The UK government has pledged to end the sale of new petrol and diesel cars from 2030. The electric vehicle market is growing rapidly and there are ambitious plans to roll out car charging points across the UK (section 3.9 Task C report). One of the main barriers to the transition to electric vehicles is a lack of charging infrastructure. Electric vehicles appear to be gaining much more traction than hydrogen powered vehicles at this point in time. Therefore the recommendation is to plan for this by providing charging infrastructure where it is likely to be needed.

## 5.5 Proposed Policy Approach and Reasons

### The Proposed Policy Direction

The proposed policy direction, as set out in the First Proposals report is as follows:

#### Cycle Parking

Developments will be required to deliver, safe, secure, and convenient cycle parking at homes, businesses, and key destinations including travel hubs. It is proposed to continue to set minimum standards for numbers of cycle spaces.

Cycle parking areas will need to accommodate non-standard cycles, electric cycles, accessories, and should make provision for cycle maintenance. Where garages are intended to accommodate parking for both cars and cycles, they will need to be provided to a minimum size to ensure they are fit for purpose. Security is an important issue, and spaces should be internal where practicable and appropriate.

Larger developments and those within accessible locations will need to be able to accommodate space for dockless cycle hire schemes, such as at travel hubs and key destinations.

#### Car Parking

The quantity and type of car parking provided at a development will be informed by the mix of land uses, location and accessibility of the development by walking, cycling and public transport, to ensure an appropriate level to accommodate local needs (including the need for disabled people parking) whilst avoiding a proliferation of car parking in locations with good accessibility.

The policy will require parking to be accommodated within the public realm to improve the quality of place, will encourage innovative and flexible solutions to reduce car parking in appropriate locations, such as through smart parking and the provision of car clubs and shared parking, including car barns on the edge of accessible larger developments, whilst avoiding displacement parking.

#### Electric Vehicle Charging Points

Vehicle parking should include electric charging infrastructure (with appropriate grid reinforcement), which should be designed into the public realm, to address the national commitment to phase out the sale of petrol and diesel cars within the plan period. Charging infrastructure should be able to

accommodate other vehicles including mobility scooters, electric cycles and electrification of the bus fleet.

Where car parking is provided, it is proposed that electric car charging points (minimum of 7kW) should be included at all developments at the following levels:

- Dwellings with private parking: 1 charge point per dwelling (100% active)
- Communal parking areas: 1 charge per parking space (50% active, 50% passive)
- Employment: 30% with active charge points, and 30% with passive.
- Retail: 20% of bays with active charge points, and 20% with passive.

Developers will be required to submit evidence of a management strategy for any communal charge points.

### **Reasons for the Proposed Policy Direction**

There is a higher propensity to cycle in Greater Cambridge than nationally and increased use of electric cycles is enabling longer journeys. The plan needs to support this sustainable mode of travel making the parking of all types of cycles secure and convenient, and avoiding the problems caused by insufficient spaces.

Car Parking is important so vehicles can be stored safely where they don't cause highway problems. Parking displacement and inappropriate car parking impacts on quality of place, causes nuisance and can hinder emergency services. However car parking is land hungry, can be unsightly, undermines the quality of place, and can discourage travel by sustainable modes.

Local Plans can set parking standards, which specify the number of spaces that need to go with different types and scales of development. These can be set as maximum standards in certain circumstances, such as to manage traffic in town centres. Policies for Greater Cambridge need to address a wide range of locations, from very rural villages with limited bus services, to City centre areas where the car may actually be the least convenient way to make a local journey. One standard will not fit all of these locations.

The Cambridge Local Plan 2018 currently includes a set of maximum car parking standards, which restrict parking particularly in the central areas. The South Cambridgeshire Local Plan 2018 includes indicative parking standards, that respond to the more rural nature of the area. However, both plans acknowledge that a site by

site design-led approach is needed with flexibility to respond to the local circumstances of each site.

As part of the response to climate change the Local Plan needs to support sustainable travel. Significant transport improvements are planned to public transport and cycle routes in Greater Cambridge by the Greater Cambridge Partnership and Cambridgeshire and Peterborough Combined Authority.

The Greater Cambridge Partnership are also preparing an Integrated Parking Strategy looking at the management of on- and off-street car parking as part of wider ambitions for achieving modal shift away from the private car. As part of place making we need to make places where people want to move around by walking and cycling, so they are not car dominated, and where people access their destinations by public transport. Controlling parking levels in accessible locations is part of this.

When using maximum standards there is a tendency for them to become the default level, rather than respond to site specific circumstances. We are therefore proposing that we move to a more design-led approach, supported by indicative standards tailored to reflect different circumstances. These standards could be included within future design guidance or Supplementary Planning Documents. This would allow flexibility to adapt to changing patterns of car ownership and use through the plan period.

As well as the amount of parking, we want to support better design solutions. Cars are unused for the majority of time, with some people only require a car for occasional journeys, coupled with the trend for less young people to take up driving and own a car. We will seek to encourage innovative and flexible solutions to reduce car parking in appropriate locations, such as through the reallocation of spaces for car clubs (which should use electric vehicles and accommodate disabled users), and provision of shared parking including in car barns where vehicles are stored off-plot.

With Government seeking to phase out sales of new petrol and diesel by 2030 it is vital that new developments are ready to support electric vehicles. The recommendations proposed regarding charging points have been informed by the Greater Cambridge New Zero Carbon Study 2021. Acknowledging that take up will grow, some of the provision will be passive, able to be activated when there is demand, avoiding the need to retrofit. Accommodating charging will also have to be reflected in the design of places, for example minimise conflicts such as cables across pedestrian and cyclist routes. In major sites charging for other types of vehicles such as buses, may also be needed.

Charging infrastructure for cycles may encourage take up of electric cycles for some journeys previously considered too far to cycle. Appropriate charging infrastructure may also be required to enable the electrification of the local bus fleet.

## **Alternative approaches, and reasons why they were rejected**

Alternative approaches considered were:

No policy – Not considered a reasonable alternative as national planning policy requires consideration of parking.

Set specific standards for car parking provision. - This is not the preferred approach as the flexibility provided by a design-led approach to car parking is favoured for the reasons given above, but we would welcome views on this approach.

Do not set requirements for vehicle charging - This is not the preferred approach given the need for developments to respond to climate change, and to adapt to changing vehicle types.

## **5.6 Further Work and Next Steps**

Taking account of feedback received, the next step would be the inclusion of a fully worked up policy in the draft Local Plan for consultation at the next stage of plan making.

## **6. Freight and Delivery Consolidation**

### **6.1 I/FD Issue the Plan is Seeking to Respond to**

The freight delivery consolidation policy seeks to contribute to Greater Cambridge's ensure that new development integrates the needs of freight, deliveries and servicing in a way that supports the fulfilment of transport, industrial, economic, climate, community safety, and design objectives.

### **6.2 Policy Context**

#### **National Context**

The National Planning Policy Framework 2021 states that the central requirement of local plans under the NPPF is to deliver "sustainable development" which explicitly includes the need to promote sustainable transport.

Paragraph 104 states that transport issues should be considered from the earliest stages of plan-making. This is so that consideration can be given to the impact of development on transport networks; changing transport technology and usage; opportunities to promote walking, cycling and public transport; environmental impacts of traffic and transport infrastructure; and making high quality spaces that accommodate patterns of movement. In sub point e, it underlines that design should be considered with any transport consideration, stating that patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places

In Paragraph 105 it says encouragement should be given to solutions which support reductions in emissions and reduce congestion.

In Paragraph 111 emphasises developments retaining highways safety and in Paragraph 112 concept of pedestrian and cycling priority. Paragraph 112 makes a specific reference to freight, (d) 'allow for efficient delivery of goods, and access by service and emergency vehicles'.

#### **Regional / Local Context**

##### **Cambridgeshire and Peterborough Combined Authority (CPCA)**

The Local Transport Plan covers the ways in which the Cambridgeshire and Peterborough Combined Authority's strategies and delivery ambitions around transport fit in with the wider vision of the region's present and future. It considers the

needs of urban and rural communities, commuters, agricultural needs and ways in which environmental sustainability can be furthered.

### **Context**

Cambridgeshire and Peterborough depends upon national and international connectivity to drive its economic prosperity. We must therefore ensure that all our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports. For example, the Combined Authority is currently working in partnership with Highways England to assess the viability of dualling the A47 (including improvements to the junction between the A1 and A47), which would significantly improve east-west freight movement in the north of the Combined Authority area.

In addition, we will support infrastructure and signalling enhancements to improve rail freight capacity, taking freight off the road network and moving it across the region more sustainably. Combined, these interventions will ensure that goods continue to flow freely into and out of the region, allowing trade and local businesses to flourish. It is important that the Authority continue to work with neighbouring Authorities and partners to look at schemes and initiatives that improve access to London Stansted and London Luton airports.

### **Ox-Cam Arc**

The Oxford to Cambridge Expressway and continued dualling of the A47 corridor will significantly improve highway accessibility towards London and support our freight and distribution sectors. Improved rail services from Peterborough, including faster journey times to/from London (to less than 40 minutes) and Cambridge, and improved frequencies on rural routes to Cambridgeshire, Suffolk and Norfolk, will make rail a more attractive option for longer-distance travel and help make Peterborough a major business destination.

### **Sustainable transport**

Our policies will help to ensure the benefits of new infrastructure are maximised, including working with employers to provide good cycle parking facilities to encourage e-bikes and cycle freight.

### **A10**

Capacity is most constrained on the A10, which links Littleport, Ely and Waterbeach to Cambridge, and suffers from severe peak-time congestion and poor road safety. We will prioritise investment on this key route, improving journey times and reliability for drivers and freight movements, while also providing new high-quality segregated facilities for pedestrians, cyclists and horse riders along the route the first time.

## **Rural roads**

Many rural, single-carriageway roads, with high traffic speeds and substandard alignments have poor road safety records and can present challenges for freight transport.

## **Local projects**

### **Ely Area Capacity Enhancements**

The scheme will also help provide additional capacity for freight services, and hence reduce the need for freight to be transported by heavy goods vehicles along the A14.

### **A47**

the Combined Authority will continue to explore the case to dual the A47 between Peterborough, Wisbech and Kings' Lynn, including a much-needed upgrade to the Guyhirn Roundabout to reduce journey times and improving safety and reliability along this key link for commuters and freight.

### **Felixstowe connection**

Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail

### **Freight promotion**

- Promoting rail freight
- Promoting and enforcing appropriate Heavy Commercial Vehicle routing
- Promoting sustainable urban freight distribution
- Improving road freight facilities
- Supporting efficient air freight and the aviation sector

Available online: [LTP.pdf \(kinstacdn.com\)](https://www.kinstacdn.com/LTP.pdf)

## **City Access, Greater Cambridge Partnership**

Greater Cambridge Partnership has launched a programme, City Access, to deliver several projects that will make modes of sustainable transport, other than car, more attractive to people living in the Greater Cambridge area.

The four principles of the programme are

- tackle both traffic jams and air pollution now and in the future
- to make it easier for people to travel using public transport, cycling and walking rather than by car



- to make it much easier for people to travel into and around Greater Cambridge. This will support our local economy and create better opportunities for our local communities
- to treat both local people and commuters into the area the same

In 2020, the GCP agreed implement a series of projects as set out below-

- Six experimental road closure schemes
- Expanding the electric bus pilot
- Consolidation Delivery Pilot to limit the number of delivery vehicles entering the city centre
- Using traffic signals to help buses and cycles move faster and more easily
- Increasing availability of cycle parking
- Developing an integrated parking strategy to manage car parking across Greater Cambridge and support uptake of sustainable transport
- Support of E-Cargo Bike Scheme to provide bikes for businesses and residents to try out

Available online: [City Access - Greater Cambridge Partnership](#)

## **Adopted Local Plans**

### **Cambridge Local Plan**

Policy 5 Sustainable transport and infrastructure states that development proposed within the plan will only be deliverable and supported if suitable transport measures and investment are led, coordinated and, where appropriate, delivered by Cambridgeshire County Council. Development should seek to enhance transport, particularly public transport, and wider connectivity between new and existing developments to benefit disadvantaged communities in Cambridge

Policy 80 Supporting sustainable access to development states that development will be supported where it demonstrates that prioritisation of access is by walking, cycling and public transport, and is accessible for all.

Policy 81: Mitigating the transport impact of development states that new development often brings with it the need for new transport and more pressure on the transport network is a common consequence of this. Any additional strain on the transport network as a result of new development needs to be appropriately assessed by the Council and Cambridgeshire County Council as the highways authority and mitigated.

Policy 82 Parking management states that new developments will be favoured where they take a holistic, early and design-led approach to the management of parking for motor vehicles and cycles.

### **South Cambridgeshire District Local Plan**

Policy TI/4 Rail Freight and Interchanges states that in order to promote the use of rail for freight movements, freight interchange facilities will be permitted where they accord with other relevant proposals of this plan. Existing rail freight facilities and sidings at Duxford, Foxton, Fulbourn and Whittlesford will be safeguarded.

## **6.3 Policy Context Consultation and Engagement**

Respondents to the First Conversation saw freight and delivery consolidation as important to achieving net zero carbon and active travel ambitions. There was concern about the impacts of increasing Heavy Goods Vehicle (HGV) traffic. There was support for restricted deliveries in urban centres to low-traffic times, and using innovative measures such as using cargo cycles for local deliveries and the provision of cycling logistics depots.

## **6.4 Evidence Base**

### **Greater Cambridge Employment Land and Economic Development Evidence Study**

The Greater Cambridge Employment Land and Economic Development study reviewed the economic development and employment land needs of South Cambridgeshire District and Cambridge City.

It found that over the past 17 years, Greater Cambridge industrial stock has grown from 1,095,000 sqm in 2000/01 to 1,145,000 sqm in 2018/19, representing a 5% growth over this period and an annual growth rate of 0.2% per annum. And yet at the same time Cambridge has lost nearly a third of its industrial floorspace over the same period while South Cambridgeshire achieved larger gains in absolute terms. Logistics and freight are key to support this industrial growth, and as industrial land becomes more dispersed the greater the burden on the local highway network as trips between industrial functions grow in length.

The study found that the logistics market is much stronger in places such as Peterborough, there is still a market for “last mile” logistics companies in South Cambridgeshire. For example, Hermes, DHL tend to have warehouses away from the centre of Cambridge. One example is the DHL and Supply Plus warehouses in

Papworth Business Park, where rents are lower than in the city centre but where occupiers can still deliver to customers in Greater Cambridge quickly and efficiently.

It also found that demand for parcel deliveries from customers and the corresponding business need for warehouse space has steadily increased over the past five years. For example, one agent cited that one non-disclosed company recently bought a warehouse right on the edge of Cambridge, where someone will deliver via bicycles as opposed to lorries.

Available online: <https://www.greatercambridgeplanning.org/media/1399/greater-cambridge-employment-land-and-economic-development-evidence-study-gl-hearn-nov2020.pdf>

### **Understanding demand for B8 premises across Greater Cambridge**

This document is published as part of the evidence for this stage of plan making. The Greater Cambridge Employment Land and Economic Development Evidence Study identified a shortfall of 263,404 square feet (24,471 square metres) of B8 (storage and distribution) space across the Greater Cambridge area between 2020 and 2041. In response an engagement with logistics operators and providers was conducted in order to explore current availability and demand for B8 space in the Greater Cambridge area. 52 companies were engaged.

Of the 52 companies initially contacted, 19 replied (in various formats). Three companies indicated they had no time to talk, five companies indicated that they did not use B8 space, five companies indicated they had no demand for B8 space, and six companies indicated they had outstanding demand for B8 space.

There is high existing demand for B8 space in the Greater Cambridge area to service Cambridge and the surrounding area. This demand is not matched by supply, as all six companies looking for B8 space were struggling to find suitable sites. All of the companies indicated that B8 space was needed to meet the demand for delivery services within Cambridge itself. The regional companies would use B8 space to solely service Cambridge, but the four large-scale companies indicated they would ideally use the space to service the wider area in the east of England. The main constraints in finding suitable sites vary depending on the size of the company.

### **Price vs location**

The study found that regional operators' main constraint in the Greater Cambridge area was price as they sacrificed proximity to Cambridge for cheaper rent. This is in comparison to the international companies, who are finding it difficult to find a site of suitable size (most want something in the region of 100,000 square feet (9,290

square metres)). The location and price of the sites mattered less to the international companies.

### **Key locations**

Cambridge is deemed a geographically desirable location due to its proximity to the SRN. However, few of the logistic operators had existing B8 sites within Greater Cambridge (only Zedify and DHL) due to the lack of large B8 sites in the area and land cost being much higher than surrounding areas, resulting in a trade-off with higher stem mileage. Stem mileage is the distance travelled to/from a warehouse to/from a delivery zone. The delivery zone in this case is Cambridge.

The regional operators prefer to service Cambridge from the north, using the A10 as the main arterial link into Cambridge. The national operators were looking for B8 space to the west/ north-west of Cambridge due to proximity to the Strategic Road Network (SRN) and the ability to service Cambridge via the A14 and A428. It was confirmed that Cambridge is a very good geographical location for the larger users of B8 space to serve the wider region/ surrounding counties. However, the lack of supply of B8 means that they must use B8 elsewhere, in less geographically optimal locations.

### **Lack of supply**

Logistic companies feel as though there is not enough dedicated B8 space in the Greater Cambridge area, with manufacturing and science parks being prioritised over B8 space. Due to increasing demand for delivery services of all types, these companies believe that B8 space is crucial to meet the demands of Cambridge. However, all of the larger

The industry engagement undertaken for the study indicates there is a large amount of existing demand in the Greater Cambridge area for B8, especially for mid to large sized spaces (>25,000 square feet (>2322 square metres)). This is due to increasing demand for delivery services in urban areas.

This lack of supply causes constraints on logistic companies and operators in different ways. Regional operators are constrained more by the price close to Cambridge, whereas the national companies are constrained by the lack of suitable land.

The companies engaged with that are actively looking for B8 space indicated that there is a distinct lack of B8 space available in the Greater Cambridge area (especially larger sites) citing the lack of priority given to B8 as a type of land use.

## 6.5 Proposed Policy Approach and Reasons

### The Proposed Policy Direction

The proposed policy direction, as set out in the First Proposals report is as follows:

- Seek opportunities to reduce the number of freight and servicing vehicles and their environmental impact on Greater Cambridge, particularly at peak times, while promoting movement of freight by rail and sustainable transport modes.
- Support development/enhancement and safeguarding of local delivery hubs that help consolidate deliveries into Cambridge and reduce vehicle traffic, where they accord with other policies in the plan, provided they do not cause unacceptable impacts on Greater Cambridge's strategic road networks, and:
  - reduce road danger, noise and emissions from freight trips
  - enable sustainable last-mile movements, including by cycle and electric vehicle
  - deliver mode shift from road to rail where possible (without adversely impacting existing or planned passenger services).
- Development proposals should facilitate safe, clean, and efficient deliveries and servicing.
  - Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible.

### Reasons for the Proposed Policy Direction

The policy will aim to find solutions to shared strategic concerns such as wider needs for freight, logistics, support business and industrial capacity across Greater Cambridge, and promote sustainable travel.

An issue for freight is its impact on the highways network. The policy has an opportunity to minimise freight trips on the road network including through consolidation. Promotion of safe, clean and efficient freight functions, including by road, rail, and, for shorter distances, cycle. Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries

A sufficient supply of land and premises for industry and logistics capacity should be identified and protected, including last mile distribution, freight consolidation and

other related service functions within or close to the Cambridge City Centre to support the needs of businesses and activities within these areas.

New developments should be designed and managed so that deliveries can be received outside of peak hours and if necessary in the evening or night-time without causing unacceptable nuisance to residents. Freight should reduce road safety issues.

### **Alternative approaches, and reasons why they were rejected**

Alternative approaches considered were:

No policy – This is not the preferred approach due to the need to address the issue of how goods are distributed locally.

## **6.6 Further Work and Next Steps**

Further work will be undertaken with statutory bodies to consider whether any strategic transport infrastructure has reached a sufficiently advanced stage by the time the local plan reaches its later stages that it warrants identification on the Policies Map which will accompany the plan.

## **7. I/SI Safeguarding important infrastructure**

### **7.1 Issue the Plan is Seeking to Respond to**

Greater Cambridge already includes some key infrastructure which needs to be safeguarded from the impacts of future development

### **7.2 Policy Context**

#### **National Context**

The [National Planning Policy Framework](#) (2021) (NPPF) states at paragraph 106, 'Planning policies should: c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development.'

#### **Regional / Local Context**

A range of major transport schemes are being planned in Greater Cambridge. This includes the A428 Caxton to A1 scheme being developed by Highways England, and the East West Rail scheme.

The Cambridgeshire and Peterborough Combined authority, and the Greater Cambridge Partnership are also developing a range of transport improvement schemes, which are at various stages in their planning process.

#### **Adopted Local Plans**

**South Cambridgeshire Local Plan 2018** includes the following policies:

- TI/1: Chesterton Rail Station and Interchange – safeguarded land for the Cambridge North Station.
- TI/7: Lord's Bridge Radio Telescope – applies restricted area and consultation areas around the telescope
- TI/4: Rail Freight and Interchanges - protects sites at Duxford, Foxton, Fulbourn and Whittlesford

#### **Cambridge Local Plan 2018**

- Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge – applies the consultation area.

### **7.3 Policy Context Consultation and Engagement**

[summarise how consultation and engagement has informed policy development, cross-referencing to the Consultation Statement where necessary].

### **7.4 Evidence Base**

No specific evidence at this point in the plan making process.

### **7.5 Proposed Policy Approach and Reasons**

#### **The Proposed Policy Direction**

The proposed policy direction, as set out in the First Proposals report is as follows:

To safeguard strategic and important infrastructure from being negatively impacted by development.

- The Greater Cambridge Local Plan will continue to safeguard:
- Lord's Bridge Radio Telescope
- Existing rail freight facilities and sidings at Duxford, Foxton, Fulbourn and Whittlesford

The Local Planning Authority will work with strategic infrastructure providers, regional and sub regional bodies to consider whether any planned strategic infrastructure should be safeguarded in accordance with any national or sub regional/regional policy or approval mechanism. Any future land identified that will be required for safeguarding purposes will be shown in policies maps at later stages of the Local Plan process.

#### **Reasons for the Proposed Policy Direction**

There are a number of major projects, particularly for transport, going through regulatory processes outside the local plan. Depending on the stage these have reached when the local plan reaches its final stages, it may be appropriate for these to be identified on the policies map and safeguarded. This will be kept under review as the plan is being prepared.

Greater Cambridge already includes some key infrastructure which needs to be safeguarded from the impacts of future development.

The internationally important Mullard Radio Astronomy Observatory at Lord's contains unique radio and optical telescopes which are susceptible to interference. Arrangements are made to consult the University of Cambridge about the technical



consequences for the Observatory of proposed development. Harm caused to the Observatory will be overcome with the use of conditions or planning obligations to regulate the installation and use of equipment likely to interfere with the operation of the Observatory. The following zones would be carried forward into the new local plan.

- Restricted Area' (defined on the Policies Map), planning permission will only be granted for development that would not result in any risk of interference to the Mullard Radio Astronomy Observatory at Lord's Bridge.
- Consultation Area 1' (defined on the Policies Map), development proposals that could adversely affect the operation of the Mullard Radio Astronomy Observatory at Lord's Bridge will be subject to consultation with the University of Cambridge, and account will be taken of the risk of interference to the equipment being used at the Observatory. Planning permission will be refused where interference would be caused that could not be overcome by conditions or by the use of planning obligations. 3.
- Consultation Area 2' (defined on the Policies Map), development proposals for telecommunications and microwave operations that could adversely affect the operation of the Mullard Radio Astronomy Observatory at Lord's Bridge will be subject to consultation with the University of Cambridge, and account will be taken of the risk of interference to the equipment being used at the Observatory. Planning permission will be refused where interference would be caused that could not be overcome by conditions or by the use of planning obligations.

There are a number of railway sidings, which either are used, or have the potential to be used in the future.

Cambridgeshire's roads already have higher than the national average heavy commercial vehicle traffic and freight traffic is predicted to quadruple by 2030. The use of inappropriate routes can have considerable impacts on villages. Given the importance of supporting the economic prosperity of the Cambridge area and existing levels of congestion, it is important that existing freight interchange sites are protected.

Rail has an important role in the movement of freight. There is a general acceptance that the transfer of freight from road to rail will provide significant environmental improvement and will help to develop sustainable distribution. Whilst only some of the rail freight sites in the district are in operation, the remaining are maintained. New and upgraded existing facilities can help make the railway more attractive to potential users. It is therefore important to retain and safeguard existing rail freight facilities within the district.

A Transport Safeguarding Area has been designated in the Cambridgeshire and Peterborough Minerals and Waste Local Development Framework for the Foxton Sidings and the branch railway line to Barrington to enable the import of materials by rail for the partial fill and restoration of the quarry.

### **Alternative approaches, and reasons why they were rejected**

Alternative approaches considered were:

No Policy – Not considered a reasonable alternative as this would risk jeopardising important infrastructure.

## **7.6 Further Work and Next Steps**

Further work will be undertaken with statutory bodies to consider whether any strategic transport infrastructure has reached a sufficiently advanced stage by the time the local plan reaches its later stages that it warrants identification on the Policies Map which will accompany the plan.

## **8. I/AD Aviation Development**

### **8.1 Issue the Plan is Seeking to Respond to**

There are a number of active airfields in Greater Cambridge, and the plan needs to ensure that safety issues are fully considered, particularly when new development is proposed in their vicinity. The Local Plan also needs to provide a policy framework for considering proposals for airfield development and use, including to ensure amenity impacts are fully considered.

### **8.2 Policy Context**

#### **National Context**

The [National Planning Policy Framework](#) (2019) states at paragraph 104 that Planning policies should:

- f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

The Annex to Department for Transport Circular 1/2010, Control of Development in Airport Public Safety Zones requires zones be safeguarded and identified in development plans.

#### **Regional / Local Context**

#### **Adopted Local Plans**

#### **South Cambridgeshire Local Plan 2018**

- TI/5: Aviation-Related Development Proposals

This policy sets out what the LPA will need to consider in terms of determining applications for development to either extend, intensify or create new airfields

Factors that will need to be assessed include benefits to the economy and the potential for renewable energy as a result of the development, noise impacts, physical accessibility to and from the site, impact on nature conservation and physical recreation.

The policy also stipulates conditions that a planning permission may require in terms of the total number of take-offs and / or touch-and-go movements, the types or weights of aircraft to be operated and the hours of operation of the site.

- TI/6: Cambridge Airport Public Safety Zone

This policy stipulates that there is a general presumption against new development or change of use within the identified Cambridge Airport Public Safety Zone, unless the change of use would not result in an increase in numbers of people living, working or congregating on the land.

### **Cambridge Local Plan 2018**

- Policy 83: Aviation development

The policy stipulates those proposals at Cambridge Airport will only be supported if there are no significant adverse impacts on the environment or residential amenity. The policy requires the submission of a Health Impact Assessment to outline consider how health impacts have been considered at the planning and design stages.

- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones

This policy is similar to Policy TI/6 in the South Cambridgeshire Local Plan in that it controls development that will increase the number of people living working or congregating on land within the Cambridge Airport Public Safety Zone

The policy also stipulates that proposals for development within Cambridge Airport's Air Safeguarding Zones will be subjected to consultation with the operator of the airport and the Ministry of Defence.

The policy also applies controls on height and places an emphasis on the design of development that may need to mitigate any risk of aircraft accident and maintain the operational integrity of the airport

Appendix 3 - Imperial War Museum Duxford Safeguarding Zone

Appendix 4 – Cambridge Airport Safeguarding Zone

### **8.3 Consultation and Engagement**

The First Conversation consultation did not specifically consult on this issue. Duxford IWN highlighted the importance of protecting the use of their airfield.

## **8.4 Evidence Base**

No specific evidence base addresses this topic.

## **8.5 Proposed Policy Approach and Reasons**

### **The Proposed Policy Direction**

The proposed policy direction, as set out in the First Proposals report is as follows:

At Cambridge Airport, whilst it remains operational, aviation development will only be supported where it would not have a significant adverse impact on the environment and on residential amenity. For other airfields, it is proposed to carry forward the aviation policy included in the South Cambridgeshire Local Plan which seeks to ensure aviation development does not negatively impact the environment, landscape and adverse lighting, noise, public rights of way, nature conservation interests or human health and safety, and impact of potential deliver of renewable energy.

Any proposed development within an identified Airport Air Safeguarding Zones will be the subject of consultation with the operator of the airport and the Ministry of Defence. Restrictions in height, or changes to the detailed design of development may be necessary to mitigate the risk of aircraft accident and maintain operational integrity.

### **Reasons for the Proposed Policy Direction**

Greater Cambridge has a long association with flying and, in addition to Cambridge Airport there are a number of established aerodromes and smaller airfields in the district, including IWM Duxford with its large collection of flying historic aircraft and internationally renowned air shows. Policies are need to ensure aviation development does not negatively impact environment and human health, and that impacts of proposals are fully considered

### **Alternative approaches, and reasons why they were rejected**

Alternative approaches considered were:

No Policy – Not considered a reasonable alternative as there is a need to provide policy guidance to ensure impacts of proposals, and air safety, are fully considered.

## **8.6 Further Work and Next Steps**

Detailed policies will be prepared for the draft plan stage, as well as a draft policies map. Any updates needed to mapping regarding the air safety zones will also be made.

## 9. I/EI Energy Infrastructure Master planning

### 9.1 Issue the Plan is seeking to respond to

Work carried out to assess electricity grid capacity for Greater Cambridge has **highlighted the need to triple capacity to support the current growth agenda and electrification of transport. The electricity grid serving the Greater Cambridge area has seen a significant growth in renewable and low carbon energy generation as part of the wider growth agenda. Major new developments are often accompanied by new energy generation capacity in order to meet carbon reduction requirements and, in some cases, to meet funding requirements. The transition to net zero carbon is also placing new pressures on electricity infrastructure, with the electrification of heat and transport all leading to a need for reinforcement and additional capacity on the grid.**

While these capacity issues can be resolved through traditional grid reinforcement routes, there are opportunities to take a more joined up approach to infrastructure provision in order to support the transition to a net zero carbon society and open up the potential for some infrastructure to be forward funded to help speed up the delivery of key development sites. Such an approach will also help support UK Power Networks (UKPN), the local network operator, in making plans for future investment. There may also be a role for the public sector to help forward fund some infrastructure, which will need to be informed by an understanding of demand, capacity and the extent to which grid reinforcement is required.

### 9.2 Policy Context

#### National Context

National legislation includes a number of specific legal duties regarding the role of the planning system in responding to climate change. Most notably, Section 19 of the Planning and Compulsory Purchase Act 2004 (as amended), sets out the following requirement:

‘(1A) Development plan documents must (taken as a whole) include policies designed to secure that the development and use of land in the local planning authority’s area contribute to the mitigation of, and adaptation to, climate change.’

This obligation, introduced through the Planning Act 2008 alongside the Climate Change Act 2008, places climate change mitigation and adaptation at the very centre of plan-making. Plans and associated policies must be designed to secure

the outcomes in question, which requires a number of things in practice. In respect of emissions ('mitigation'), these requirements include:

- a robust assessment of the potential for local policy to achieve local emissions reductions over the plan period, taking into account the UK's net-zero commitment under the Climate Change Act 2008;
- a local target set in accordance with that potential;
- an assessment of proposed policies' consistency with that target; and
- a monitoring framework that uses relevant indicators to track the performance of adopted policies (i.e. reporting at least annually as part of the Annual Monitoring Report process).

## Sixth Carbon Budget

Published on the 9 December, the Committee on Climate Change's (CCC) Sixth Carbon Budget, required under the Climate Change Act, provides a recommended pathway to Government for a 78% reduction in UK territorial emissions between 1990 and 2035. This in effect brings forward the UK's previous 80% target of carbon reduction by nearly 15 years. In April 2021, Government announced that it would be formally accepting the recommendations for the Sixth Carbon budget, with the budget due to be enshrined in law in June 2021.

The CCC have identified four key steps by which this can be met. Of relevance to this topic paper are:

Take up of low carbon solutions – by the early 2030s all new cars and vans and all boiler replacements in homes and other buildings are low carbon – largely electric. All new trucks to be low carbon by 2040.

Expansion of low carbon energy supplies – UK electricity production is zero carbon by 2035.

## National Policy (NPPF)

The [National Planning Policy Framework](#) (2019) includes the presumption in favour of sustainable development at the heart of the planning system. This sets a clear expectation on planning authorities to plan positively to promote development and create sustainable communities. Paragraph 149 and its accompanying footnote 48 sets out an expectation that local planning authorities will adopt proactive strategies to mitigate and adapt to climate change, in line with the provisions of the Climate Change Act and Section 19 of the 2004 Planning and Compulsory Purchase Act. In effect, this means that plans must include proactive strategies to deliver net zero carbon

**development by 2050. Planning for energy and associated infrastructure is a critical element of this.**

With regards to energy, paragraph 20 of the NPPF notes that strategic policies should make sufficient provision for infrastructure for energy (including heat), while paragraph 148 highlights the role of the planning system in supporting renewable and low carbon energy and associated infrastructure. Specifically, paragraph 151 states:

“To help increase the use and supply of renewable and low carbon energy and heat, plans should.

- c) identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.”

Ten point plan for Green Industrial Revolution and Energy White Paper

On the 18 November 2020, the Prime Minister set out a [ten point plan for a green industrial revolution](#), covering clean energy, transport, nature and innovative technologies. Of relevance to energy and associated infrastructure in Greater Cambridge are the following elements:

- Transforming national infrastructure to better support electric vehicles;
- Making homes and public buildings greener with a target to install 600,000 heat pumps every year by 2030;
- Developing cutting edge technologies to reach new energy ambitions.

Following on from the Ten Point Plan and the National Infrastructure Strategy, the Energy White Paper, published in December 2020, provides further clarity and puts in place a strategy for a wider energy system that will transform energy, support the green recovery and creates a fair deal for consumers. The strategy recognises that clean energy will become the predominant form of energy, entailing a potential doubling of electricity demand and consequently a fourfold increase in low carbon electricity generation. With regards to energy infrastructure, the White Paper and National Infrastructure Strategy make a number of key commitments, including:

- Building world-leading digital infrastructure for our energy system;
- Legislating to enable competitive tendering in the building, ownership and operation of the onshore electricity network;
- Ensuring that the institutional arrangements governing the energy system are fit for purpose over the long term;



- Setting up a new UK infrastructure bank, which will co-invest alongside the private sector in infrastructure projects as well as being able to lend to local and mayoral authorities for key projects.

## Regional/Local Context

### Oxford – Cambridge Arc

Greater Cambridge sits within the Oxford-Cambridge Arc, identified by Government in 2018 as a key economic priority and earmarked for up to one million new homes by 2050. Homes England have commissioned Arup to conduct research on strategic utility infrastructure in the Arc and to develop a strategic route map showing critical actions and decisions points of utility planning and delivery.

With regards to Energy, Arup's work noted that there is growing support for local energy planning and increased adoption of distributed energy solutions. A number of solutions already exist to reduce both the scale of the increase in demand and its impact on peak demand, including energy efficiency measures and smart grids, including localised generation and storage. With regards to capacity, it noted that details of what additional infrastructure is required is highly location specific, and that while existing systems for delivery of traditional centralised energy infrastructure under a national regulatory framework generally work, better support for strategic delivery ahead of need would help.

### Greater Cambridge

A number of studies focussed on energy infrastructure capacity within the Greater Cambridge area have already been carried out, with a focus on the delivery of growth already committed to in the adopted 2018 Cambridge and South Cambridgeshire Local Plans.

In 2018, the Greater Cambridge Partnership (GCP) commissioned Asset Utilities to undertake a local electricity network analysis. The key areas of work included:

- The types and level of constraints on the local distribution network in Greater Cambridge;
- The quantification of these impacts on growth targets and delivery timescales agreed by Government with the GCP as part of the City Deal; and
- Identification and recommendation of the most effective interventions that GCP and its partners could facilitate and/or invest in.

This work identified that the additional demand across Greater Cambridge, which was also includes the electrification of transport, could almost triple the existing total

demand requirement for the Greater Cambridge area from 240 MW to 710 MW by 2031.

In the short (2019-2021) to medium (2022-2025) term the report recommended that funding to upgrade the 132 kV network and some investment to grid reinforcement would be beneficial, helping to speed up the delivery of some growth sites. In the medium to long (2026-2031) term, the report recommended a focus on delivering smart and micro grids.

Following on from this work, a further engineering feasibility study was commissioned from UKPN, with a focus on the infrastructure required to support growth in the west and south of Cambridge. The report recommended that in order to support planned development in these areas, the 132 kV and 33 kV networks between east and west Cambridge be extended, providing significant flexibility to offer grid access more widely across Cambridge and to other areas where it might be required in the future, as illustrated in figure 2 below:

Figure 2: Existing 132 kV network in the Greater Cambridge area and proposed extension corridors (image taken from UKPN October 2019. Growth in Greater Cambridge: Network Expansion Programme. Feasibility Study for the Greater Cambridge Partnership)



The Eastern extension will allow further growth to the East and South of Cambridge by bringing capacity closer to emerging developments. The Western extension will

provide capacity to West Cambridge (including future developments in Bourn/Cambourne) and relieve existing grid substations so further growth can be accommodated in North and Central areas of Cambridge. The Western and Eastern extensions will interconnect to the south of the city, to form a loop, thereby establishing the necessary resilience to sustain the expected demand growth in keeping with national standards for Security of Supply.

The report went on to consider a number of network interventions that could be undertaken. Of these 12 major interventions, six are already being undertaken or being planned by UKPN, with a further three costed interventions required to support existing growth commitments but which were not yet being progressed by UKPN until they are certain that development will be brought forward. These three interventions, in the order of delivery priority are:

- East Cambridge Grid – a new grid substation within the Babraham Road area which provide a 90 MVA transformer;
- Trumpington Primary and new East Cambridge interconnector - a new grid substation in the Trumpington area which would provide 64 MVA;
- West Cambridge Grid – a new grid substation south-west of the A428/A14/M11 junction which would provide two 90 MVA transformers.

GCP and Cambridgeshire County Council are working with UKPN to identify optimal areas in which to locate each of these substations and are considering forward funding some of this infrastructure via a loan, with recovery mechanisms put in place to recoup funding from developers as they apply for grid connections.

The next steps for this work are anticipated to be as follows:

Scoping stage (funding for this already approved at [GCP Executive Board in October 2020](#)): The principle aims of the stage are to:

- Develop a commercial approach
- Develop a set of options for land and engage specialist skills to assess acquisition costs and consider what is required to submit compelling planning applications
- Form an initial view of demand impact as a result of Covid-19 and other changes since the Asset Utilities analysis in early 2019
- Procure appropriate technical consultants to undertake the above and to produce the business case in the next stage
- Finalise the approach and provide firm cost and time estimate for the business case stage. The cost estimate for the scoping stage is £100k, with the aim to complete this in time for the March 2021 Executive Board cycle.

Scoping stage (funding for this already approved at GCP Executive Board in October 2020 Business case stage:

This stage would build on the scoping stage to deliver an outline business case for approval. It is anticipated that this would be ready for the Executive Board Cycle towards the end of 2021. A final business case would follow once all consents were in place.

## **Corporate Plans (Objectives and Strategies)**

### **South Cambridgeshire Business Plan 2019-24**

The South Cambridgeshire Business Plan 2019-24 sets 4 priority areas for the district one of which is:

- Being green to our core – we will create a cleaner, greener and zero carbon future for our communities

### **Cambridge City Corporate Plan 2019-2022**

The Cambridge City Corporate Plan 2019-2022 sets out a number of key objectives and actions under 5 themes. Of relevance to energy and energy master planning are the following:

- Theme 2 – Planning for Growth and ensuring our new communities are successful:
  - 2.2 - To work with partners to address the infrastructure needs of the city and the Greater Cambridge area, to reduce congestion and pollution; provide more housing; and support sustainable growth and quality of life for all. Action 2.2.2 commits to working with partners to seek to influence regional and national agencies to prioritise additional investment in the infrastructure needs of Greater Cambridge
- Theme 2 – To deliver our Climate Change Strategy, which aims to reduce carbon emissions, reduce consumption of resources, increase recycling and reduce waste; and to support Council services, residents and businesses to adapt to the impacts of climate change.

## **Adopted Local Plans**

### **South Cambridgeshire Local Plan 2018**

Policy TI/8: Infrastructure and New Developments

## Cambridge Local Plan 2018

### Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

Policies in the adopted local plans require infrastructure to be available to meet the needs of development, and secure developer contributions where they are required.

## 9.3 Policy Context Consultation and Engagement

The 2020 Regulation 18 Consultation on the GCLP asked several questions relating to various themes including several around infrastructure. While there was no specific question regarding energy infrastructure, a number of those responding did highlight the following issues with regards to energy:

- Support for the reinforcement of electricity infrastructure, utilising renewable energy generation, smart management and energy storage;
- Recognition that infrastructure should contribute towards net zero carbon targets;
- Support for the development of heat networks as well as emerging technologies such as hydrogen.

In response to these comments, we have developed this energy master planning policy, to ensure that strategic scale developments are supported by the infrastructure needed to both support housing delivery as well as wider targets and policy requirements related to net zero carbon development. The development of energy masterplans would also help to identify opportunities for site wide approaches to renewable energy, including the potential for heat networks. Other policies within the First Proposals report consider the wider development of standalone renewable energy projects, notably policy CC5 Renewable energy projects and infrastructure.

## 9.4 Evidence Base

Work carried out to assess electricity grid capacity for Greater Cambridge has highlighted the need to triple capacity to support the current growth agenda and electrification of transport. Further reinforcement will also be required to achieve the net zero carbon challenge. We need to consider ways in which the planning system can help support both traditional grid reinforcement as well as the development of smart energy grids.

An initial high level assessment of infrastructure requirements has been carried out by Stantec as part of work to inform the choice of spatial strategy for the plan. It notes that capacity on the electricity network in the area is a key issue with the

CPIER report identified challenges in meeting the anticipated growth figures. This is due to capacity constraints on UKPN's electricity network up to 132kV which require grid reinforcement. This has triggered a potential option for transition to smart grids where individuals buy and sell energy from local grid systems that are not connected to the National Grid.

Given the existing constraints and infrastructure reinforcements required to deliver existing committed growth, additional growth will have an increasing burden. Consequently, it is likely that all growth options, particularly the maximum growth option, will lead to considerable additional demand for electricity that poses a significant challenge to provide with associated risks to delivery and viability, although this is likely to be one of timing and financing of solutions rather than acting as an absolute constraint. In terms of the geographical implications we know there are five 132kV grid substations all of which have capacity issues, with Histon having no capacity and Arbury and Burwell having enough capacity for a smaller development, and Fulbourn and Melbourn having too low a capacity for any future development. Histon requires significant reinforcement for existing residential commitments in the north-west, including Cambourne and Bourn Airfield as well as NEC going forward, and any additional growth in this area, as proposed in Scenarios (1, 2, 6 7 and 8). In terms of economic growth there is a constraint due to the capacity of the Fulbourn substation. This has implications for development in the southern fringe, and potentially for the southern cluster Scenario 7.

## **9.5 Proposed Policy Approach and Reasons**

### **The Proposed Policy Direction**

The proposed policy direction, as set out in the First Proposals report is as follows:

Require energy masterplans for residential developments and non-residential development of a scale and nature that would allow for the benefits of smart energy management to be identified and secured. It is proposed that the requirement would apply to developments of over 100 dwellings.

Energy masterplans will include an assessment of the capacity of infrastructure to support the development, any necessary reinforcements and the approach to energy provision to support net zero carbon development, smart energy management to reduce peak loads and greenhouse gas emissions and the electrification of transport giving consideration to site wide approaches.

The policy will also seek to ensure that land required to support the reinforcement of existing electricity infrastructure, for example land adjacent to existing primary substations, is safeguarded from other forms of development.

## **Reasons for the Proposed Policy Direction**

The proposed policy direction responds to the evidence detailed above.

While the Local Plan will be supported by work to assess electricity infrastructure capacity in the area, this assessment is at a very high level, and presents a picture of capacity as a moment in time. As more detailed work on the master planning of strategic developments progresses, greater clarity can be provided as to actual energy requirements and the infrastructure required to support development. This policy seeks to ensure that this approach is integrated at a very early stage, via the development of energy masterplans for strategic developments. This approach may also help to support the forward funding of such infrastructure. It will also help ensure timely delivery of infrastructure and support the achievement of policies related to net zero carbon and the electrification of transport.

A grid capacity study and energy masterplan has already been developed for the North East Cambridge Area Action Plan. This work considered the energy requirements of the NEC development, current capacity of the primary sub-station serving the area, options to deliver the necessary reinforcement of that sub-station and the energy options to support the development of the site. Studies for strategic developments could follow a similar format.

## **Alternative approaches, and reasons why they were rejected**

Alternative approaches considered were:

No policy – This is not the preferred approach as energy infrastructure availability has become an important issue in Greater Cambridge particularly with the growing emphasis on renewable energy. It is important this addressed in a planned way by major developments rather than on an ad-hoc basis.

## **9.6 Further Work and Next Steps**

At this stage, while we know that grid capacity is a potential constraint for new development, much of the evidence that already exists is on the basis of the current development plan set out in the 2018 Cambridge and South Cambridgeshire local plans. Updated evidence is being commissioned to address the scale of development to be brought forward in the Greater Cambridge Local Plan and spatial strategy and associated site allocations. This will provide an assessment of the infrastructure requirements associated with that growth, both in terms of demand and also generation required to support the transition to net zero carbon.



## 10. I/ID Infrastructure and Delivery

### 10.1 Issue the Plan is Seeking to Respond to

[Reasons the plan is seeking to address the issue]

- Ensuring required infrastructure is secured and delivered prior to development coming forward and increasing pressure on existing services and infrastructure.
- Ensure development delivery is not restrained due to lack of infrastructure available to serve growth sustainably.
- Ensuring all forms of development contribute equitably to the provision of infrastructure.
- Ensuring development contributes and assists in deliver strategic infrastructure (road/rail/utility etc) to support wider growth aspirations for the Local Plan
- The Local Plan needs to ensure that infrastructure is available to support the needs generated by new development. It needs to identify what is needed, when, and how it will be funded. This includes seeking appropriate funding of infrastructure by developers responding to the needs generated by their developments.

### 10.2 Policy Context

#### National Context

The [National Planning Policy Framework](#) (2019) recognises the importance of the role infrastructure provides in helping to deliver sustainable communities and planned growth in a timely manner.

Paragraph 34 states that plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.

Paragraph 81 requires policies to b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period; and c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment;

The proposed planning reforms introduced in the governments [Planning for the Future](#) White Paper in 2020 highlight that government wants to improve



infrastructure delivery in all parts of the country. This includes ensuring developers play their part, through reform of developer contributions by reforming CIL to a nationally set, value-based flat rate charge (the 'Infrastructure Levy').

The proposals would seek to give local authorities more flexibility to use this funding to support both existing communities as well as new communities and remove exemptions from CIL to capture changes of use through permitted development rights, so that additional homes delivered through this route bring with them support for new infrastructure.

## **Regional / Local Context**

### **Transport**

A range of bodies set out their plans and requirements for infrastructure provision. This includes:

- A428 (Black Cat to Caxton Gibbet improvements) Development Consent Order promoted by Highways England
- East West Rail – the East West Rail project aims to creating a new direct connection between Oxford and Cambridge with the first services expected to start running by the end of 2024. Construction of the western section phase 1 has been completed with a start made on enabling works for phase 2. The preferred option for the central section has been announced which links existing stations in Bedford and Cambridge with communities in Cambourne and the area north of Sandy and south of St Neots.

A range of transport schemes are included in the Local Transport Plan, which are either being brought forward by the Greater Cambridge Partnership or the Cambridgeshire and Peterborough Combined Authority. These include:

- Cambourne to Cambridge Better Public Transport Project – this project aims to create a new public transport route that eases congestion, creates sustainable travel choices, connects communities and supports growth.
- Cambridge South station – the new station is proposed to be located adjacent to the Guided Busway and will provide a new transport choice available to patients, visitors and employees when travelling to and from the Cambridge Biomedical Campus.
- A10 improvements – the A10 is subject to two projects, the CPCA's A10 dualling and the GCP's Waterbeach to Cambridge Better Public Transport

project. The CPCA has consulted on the options for dualling the A10 and submitted a strategic outline business case in August 2020. GCP's consultation on the options for improving public transport to Waterbeach closed in August 2020 with an Options Appraisal Report to be presented to the GCP Executive Board in October.

- Cambridge South East Transport – this project aims to provide better public transport, walking and cycling options for those who travel in the A1307 and A1301 area, improving journey times and linking communities and employment sites in the area south east of Cambridge.
- Chisholm Trail - The Greater Cambridge Partnership is promoting a new walking and cycling route, creating a mostly off-road and traffic-free route between Cambridge Station and the new Cambridge North Station. It will link to Addenbrooke's Hospital and the Biomedical Campus in the south and to the business and science parks in the north. In all the full trail provides a 26 kilometre route from Trumpington and Addenbrookes to St Ives.
- The Greater Cambridge Partnership is promoting an active travel route to make it easier for walkers, cyclists and horse riders to travel from Waterbeach into Cambridge. It is one of twelve Greater Cambridge Greenways.

### **Adopted Local Plans**

Both local plans include policies which require development proposals to make suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms.

### **South Cambridgeshire Local Plan 2018**

Policy TI/8: Infrastructure and New Developments

### **Cambridge Local Plan 2018**

Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

## **10.3 Policy Context Consultation and Engagement**

The 2020 Regulation 18 First Conversation consultation on the GCLP asked several questions relating to various themes including several around infrastructure. Although there was no specific question raised regarding the delivery of infrastructure itself the consultation responses raised several questions around the

level, requirement, and location of infrastructure to support housing and employment growth.

Respondents stated that the level of infrastructure provision should be commensurate with the levels of growth proposed in the GCLP. Respondents also stated that existing infrastructure deficits need to be addressed and delivered prior the delivery of housing.

A specific response relating to proposed growth in villages was raised and highlighted the need to secure a commensurate level of infrastructure provision to support any proposed housing development.

## 10.4 Evidence Base

Two key evidence studies have been commissioned to inform the plan related to infrastructure and viability. These are being developed through an iterative process, with reports accompanying each stage of plan making.

The Infrastructure Delivery Plan will identify the infrastructure that is need, when it is needed, how much it will cost, and how it will be funded. The Viability Assessment will consider the impact of policy requirements and development costs on viability.

[Infrastructure Delivery Plan Greater Cambridge Local Plan strategic spatial options assessment](#) (November 2020)

This initial study provided analysis of the strategic infrastructure required to support growth at the broad locations included in the spatial options that were identified to consider the strategy alternatives available to the plan. It concluded that higher levels of growth are likely to place greater demands on existing and new infrastructure, and the eight spatial options have different implications for infrastructure use and provision.

[Infrastructure Delivery Plan Greater Cambridge Local Plan First Proposals assessment](#) (September 2021)

This next stage of the study, published to accompany the First Proposals consultation, focused on the infrastructure implications of the preferred development strategy.

[Greater Cambridge Local Plan strategic spatial options assessment: Viability Assessment](#) (November 2020)

This report provided a high level assessment to give an early indication of whether the strategic spatial options are viable and any differences between them. The study report includes the caveat that as the assessment is not based on site-specific

options, the report can only provide a broad analysis of viability. This is done through making assumptions about potential infrastructure and abnormal works required to bring the type and amounts of development identified forward. The viability appraisals include affordable housing (assumed delivered on site) and the costs for biodiversity net gain, water efficiency and infrastructure (which is variable depending on the option). Any surplus value generated could, in principle, fund additional policy costs.

The residential viability results show that development is viable across all options tested, with 40% affordable housing, and there are viability surpluses to fund additional planning policies and/or infrastructure. All options produce a significant surplus above the benchmarked land value. However, given the Councils' priorities with regard to climate change and a range of other policy initiatives there are likely to be potentially significant demands on individual developments at site level. Therefore, additional policy costs are likely to be deduced from the surplus. All employment uses tested are viable, apart from rural office parks, with differing levels of surplus. Rural office parks are only marginally unviable, small changes to rents or investment yield would render this option (Option 5) viable.

As these appraisals are strategic, it was not been possible to include information about site specific constraints (e.g. contamination, flood risk, more complex land values etc.). Also, it has not been possible to customise the development timings; therefore, for those potential sites that require significant upfront infrastructure to unlock the development, viability is likely to decrease than what is shown in this assessment. This is especially true for strategic developments such as new settlements. Once there is a better understanding of these costs and the associated timings viability may decrease in later iterations of the testing, as the preferred approach to the plan emerges.

#### Greater Cambridge Local Plan First Proposals: Viability Assessment (September 2021)

To accompany the Local Plan First Proposals consultation an updated viability assessment has been undertaken. This considers the policy requirements that have been identified in the First Proposals to consider their impact on development viability.

## **10.5 Proposed Policy Approach and Reasons**

### **The Proposed Policy Direction**

The proposed policy direction, as set out in the First Proposals report is as follows:

Only permit development if there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the new development, at the time when they are needed. Developers will be required to deliver infrastructure directly, or contribute through planning obligations, community infrastructure levy or its successor.

Infrastructure needs will be informed by an Infrastructure Delivery Plan and schedule which will accompany later stages of the Local Plan.

### **Reasons for the Proposed Policy Direction**

New development creates additional demand for infrastructure and services, and it is reasonable for developers to address these needs in order that development is sustainable. This could include delivery of infrastructure on site as part of developments, but also contribution towards off site infrastructure.

National planning policy requires plans to set out the contributions expected from development. This includes the level of affordable housing expected to be included on sites, but also on a range of other issues such as transport, education, and green spaces.

The policy position also highlights the importance and requirements for the LPA to work with delivery partners such as the County and GCP in order to deliver schemes that promote sustainable transportation within Greater Cambridge in a timely manner.

### **Alternative approaches, and reasons why they were rejected**

Alternative approaches considered were:

No policy – Not considered a reasonable alternative as this would not provide sufficient clarity regarding the requirement of developers to mitigate the impacts of their developments, what infrastructure was needed and when, and how it would be secured.

## **10.6 Further Work and Next Steps**

At the next stage of plan making, the draft local plan will be accompanied by the next stage of the infrastructure and viability evidence, in the form of an Infrastructure Delivery Plan and a whole plan Viability Assessment. These will set out in greater detail the infrastructure needed to support the developments that will be identified in the plan.

## 11. I/DI Digital Infrastructure

### 11.1 Issue the Plan is Seeking to Respond to

The growth of connectivity over the last decade has resulted in digital technologies increasingly touching on almost every aspect of modern living, meaning that demand for ever faster global connectivity is only expected to increase.

Greater Cambridge's economy is driven by knowledge-based sectors with companies that rely on the use of cutting-edge digital technology. It is vital for the continued success of these companies and therefore for the Greater Cambridge economy that they have the connectivity they need to perform. Equally, it is important to recognise that no matter what size or ambition of companies across all sectors of the economy, they all need to have good connectivity in order to achieve productivity growth.

The importance of good connectivity across the economy has been amplified by the behavioural changes from COVID that has seen a significant rise in the number of people working from home.

Access to digital technology in the home and community is also a vital component of social inclusion. Its absence can impact on the educational, employment, financial and health outcomes of individuals and families. It can lead to social isolation and an inability to participate in local communities.

There is a need to ensure that connectivity in Greater Cambridge supports existing and future demand; to not only support good Internet and mobile phone access for residents and businesses, but also to provide a platform for “smart” technologies, including environmental monitoring and management, energy efficiency and future transport solutions.

### 11.2 Policy Context

#### National Context

The [National Planning Policy Framework](#) (2021) Paragraph 114, Supporting High Quality Communications, describes how the rollout of high quality communications should be supported.

“Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. Policies should set out how high quality digital infrastructure, providing access to

services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments (as these connections will, in almost all cases, provide the optimum solution)”.

[Guidance from DCMS](#) (Dec 2018) on how local planning authorities can support the rollout of fixed and mobile networks at the local level includes the following:

“Local authorities can help to create incentives for future investment in digital infrastructure in their area by ensuring Local Plans effectively support it. To do this, Local Plans can outline how planning policies will support the rollout of both fixed and mobile infrastructure.

This could include policies that will support the future of mobile connectivity and the rollout of small cells for 5G which is most likely to be needed in dense, urban areas. This is important as all formal planning applications will be assessed against the Local Plan.

For example, a Local Plan could ensure that all new developments have sufficient ducting space for full fibre connectivity; and/or support the effective use of rooftops and street furniture to accommodate mobile digital infrastructure, including small cells for 5G.”

The Government’s [Future Telecoms Infrastructure Review](#) (2018) highlights the importance that both fixed and mobile networks will play in enabling economic growth. In particular, that full fibre and 5G are the long-term solutions to the speed, resilience and reliability that will be required by consumers and businesses. The review details a number of ways on how wider rollout can be achieved including reducing barriers and encouraging commercial investment.

In March 2020, the Government published its [response](#) to the submissions received on its consultation New Build Developments: Delivering gigabit-capable connections. It stated that the Government would amend Building Regulations to mandate the following:

- That housing developers ensure new build homes have gigabit-capable connections, through the installation of the physical infrastructure necessary for gigabit-capable connections (consisting of on-site ducts, chambers and termination points); and, subject to the cost cap, a gigabit-capable connection (i.e. an optical fibre or other cabling or wiring that will provide gigabit broadband if such a service is provided by an Internet Service Provider).
- That housing developers are obliged to provide a gigabit-capable connection unless the cost to the housing developer of providing connectivity exceeds



£2,000 per connection, or the network operator declines to provide a connection.

- Where two quotes indicate that a gigabit-capable connection cannot be installed below a cost of £2,000, or where the operator has refused to install a connection, the housing developer must install the cabling, wiring or other infrastructure that provides the next fastest broadband connection which can be installed below a cost of £2,000 (the ‘next best alternative’ principle).
- Where full plans are deposited, the Building Regulations 2010 will require inclusion of a ‘connectivity plan’.

The proposed next steps for the introduction of these amendments were published in the [Barrier Busting Task Force: next steps](#) (19 March 2021). It stated that there would be a Technical consultation in Spring 2021; a Government response to the consultation in Autumn 2021 with the regulations laid before Parliament in Autumn/Winter 2021. The Technical consultation has not yet been published.

Alongside the Building Regulations amendments, the Government has also [secured commitments](#) from the major network operators to work with housing developers to provide gigabit-capable connectivity to all new build developments across the UK, including contributing to the costs of connection.

The [National Infrastructure Strategy](#) published by Government in November 2020 stated that “The government is working with industry to target a minimum of 85% gigabit capable coverage by 2025, but will seek to accelerate roll-out further to get as close to 100% as possible.”

In its [response](#) to the Digital, Culture, Media and Sport Select Committee Inquiry on Broadband and 5G, the Government stated that “it is committed to being a world leader in 5G, with the majority of the population covered by 2027”.

In March 2021 the Government announced that Cambridgeshire would be one of the first areas in the country to benefit from the [Project Gigabit Scheme](#) bringing gigabit-capable connections (1000 megabits per second) by rolling out full fibre to around 100,000 Cambridgeshire and adjacent areas, starting in autumn 2022.

## **Regional / Local Context**

### **Connecting Cambridgeshire**

Connecting Cambridgeshire is a digital connectivity programme delivered by Cambridgeshire County Council on behalf of the Cambridgeshire and Peterborough Combined Authority, to improve the county’s digital infrastructure – including broadband, mobile and public access Wi-Fi coverage – to drive economic growth,

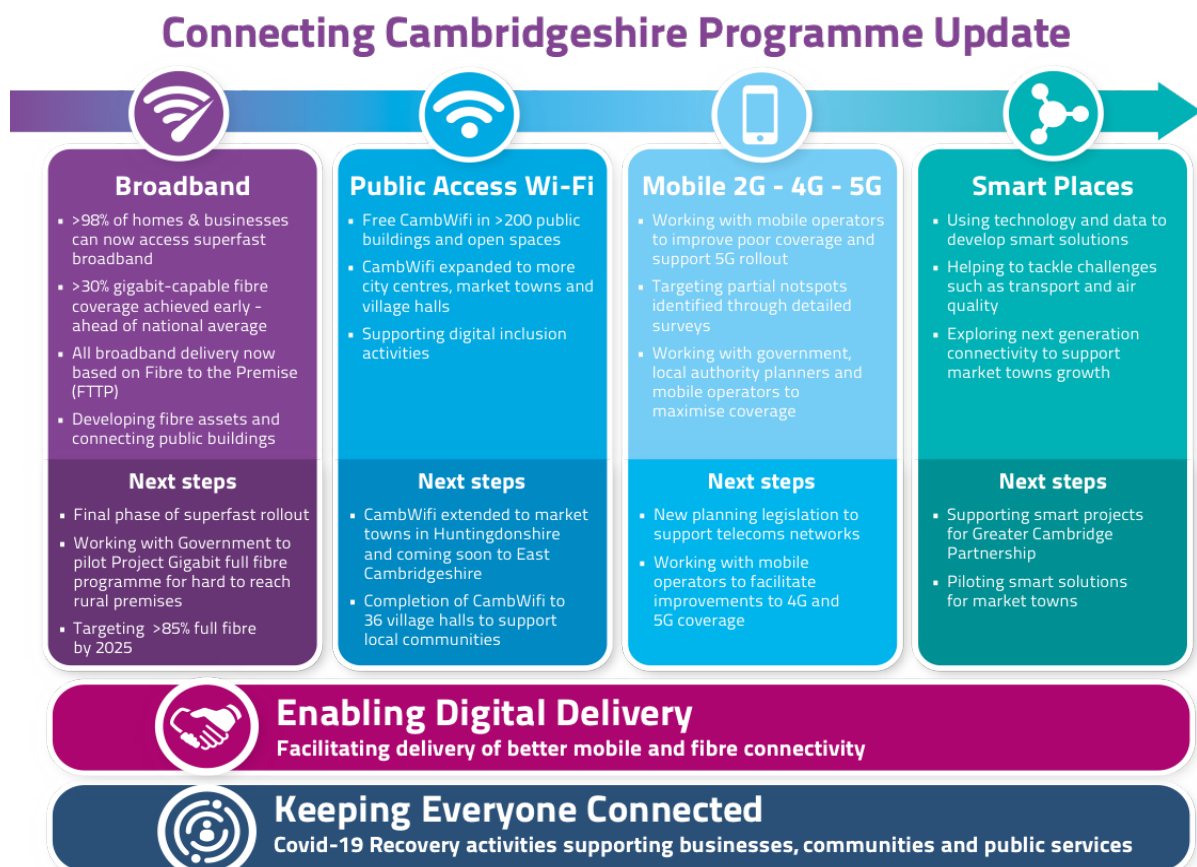


help businesses and communities to thrive and make it easier to access public services.

The Connecting Cambridgeshire Digital Connectivity Infrastructure programme was originally initially set up in late 2011 to address the lack of Superfast Broadband (24mbps+) coverage across Cambridgeshire and Peterborough. However the remit of the programme has since broadened to incorporate all aspects of digital connectivity infrastructure, including mobile coverage (4G and 5G), future facing full fibre broadband, free public access Wi-Fi and exploiting digital infrastructure connectivity with “Smart” technology.

This multi-agency programme works with Government bodies, local councils, and external organisations, including telecoms suppliers and mobile operators to support and deliver these improvements.

The Connecting Cambridgeshire programme workstreams and activities are summarised in the infographic below:



Connecting Cambridgeshire has been successful in attracting several competitive funding streams, which are contributing to improving the digital infrastructure for businesses, communities and public services by increasing the fibre footprint. These include:

### **Enabling Digital Delivery (EDD) team**

The Enabling Digital Delivery team is the Connecting Cambridgeshire programmes barrier busting team. The team are responsible for working across all stakeholder groups to understand their requirements and develop processes and solutions to overcome any issues they may be arise in the deployment of digital infrastructure. For example, facilitating private sector investment for full fibre networks and next generation mobile phone coverage across the area. The team is also responsible for project managing the installation of fibre ducts in appropriate schemes.

### **Gigabit Broadband Voucher Scheme (& top up)**

The DCMS funded Rural Gigabit Voucher Scheme allows residents and businesses in rural areas to apply for a voucher to cover all or part of the cost to deliver gigabit capable (1000Mbps) fibre services to their property. This can be used with any commercial provider signed up to the scheme and vouchers can be pooled together by residents and businesses in any given area. The CPCA also agreed local funding to top up these vouchers further for lower speed premises (less than 30Mbps) to cover even more of the cost of the rollout.

### **Project Gigabit**

Cambridgeshire and Peterborough will be among the first areas in the country to benefit from the Government's £5 billion Project Gigabit scheme, announced in March 2021, bringing gigabit speeds to harder to reach areas.

Connecting Cambridgeshire is consulting broadband infrastructure suppliers about their plans so that they can draw up the intervention area, showing all eligible premises that can't get gigabit speeds, in preparation for a government-led procurement that is likely to take place from summer 2021. Delivery could start in spring/summer 2022.

### **Smart Cambridge**

Smart Cambridge is a programme from Greater Cambridge Partnership and the Cambridgeshire and Peterborough Combined Authority to maximise the impact of transport-related work and ensuring that the benefits of smart solutions are realised by new and existing communities across the region. This is being achieved through:

- Better quantity, quality and use of data

- Embedding digital solutions and emerging technology
- Collaboration with business, community and academic sectors

In December 2020, the Smart Cambridge programme was renewed to cover the following items over the next four years:

- Better travel and transport information for journeys and supporting the development of travel hubs
- Smarter signalling utilising the latest sensor technology, to optimise traffic signal timings.
- Embedding smart solutions into new and existing communities including exploring how smart technology can help to deliver, monitor or enhance developments.
- Future transport initiatives including driverless vehicles. Measuring traveller behaviour change in response to new schemes

## **Oxford-Cambridge Arc**

The [Oxford-Cambridge Arc Government ambition and joint declaration between Government and local partners](#) (2019), has four thematic areas including “Connectivity - delivering the infrastructure communities need, including transport and digital connectivity, as well as utilities.”

The Oxford Cambridge Arc’s [Economic Prospectus](#) states that “Digital infrastructure: An area based on innovation requires exceptional digital infrastructure. We need to accelerate the roll-out of full-fibre and 5G to better connect rural locations, stimulate digital innovation to facilitate new learning solutions and working patterns.”

A consultation, [Creating a vision for the Oxford-Cambridge Arc](#), was recently launched by Government and the Oxford Cambridge Arc.

The consultation document states that their ambition for connectivity and infrastructure is for the Oxford-Cambridge Arc to be a great place to live and work – now and in the future which, the document states, means improving communities’ access to the services they need including good quality broadband. They have committed to creating an infrastructure plan that includes digital infrastructure and setting strategic policies to support investment in new water, digital, utilities, green and blue infrastructure alongside new development.

## **Cambridgeshire and Peterborough Independent Economic Review (CPIER)**

The [CPIER report](#) published in 2018 included the following “The Commission strongly believe that full fibre should be the norm across the UK, and that in a high

growth area like Cambridgeshire and Peterborough, it is essential to remain competitive.” (page 89)

### **Cambridgeshire and Peterborough Local Industrial Strategy**

The [Cambridgeshire and Peterborough Local Industrial Strategy](#) describes how the vibrancy and technological expertise of the Cambridgeshire and Peterborough area digital sector is a significant reason for the area’s international attractiveness.

It states that the Combined Authority and partners have recognised that infrastructure is a broad issue comprising transport, housing, digital connectivity and energy. All of which are experiencing critical issues in Cambridgeshire and Peterborough that is constraining growth potential

The ongoing work of Connecting Cambridgeshire to increase superfast broadband coverage is identified as one of the actions that will help to achieve the ambition to drive productivity growth through infrastructure.

### **A Digital Sector Strategy for Cambridgeshire and Peterborough**

The [Digital Sector Strategy for Cambridgeshire and Peterborough](#) was commissioned by the CPCA and created by CW (Cambridge Wireless) and Anglia Ruskin University. One of the six key areas that the document states that needs to be addressed relates to the provision of digital infrastructure:

“The region needs to act now to make its digital infrastructure internationally competitive and to provide the platform needed for local businesses to innovate. To attract cutting-edge businesses and significant international investments, we need to demonstrate world-class digital ambitions, with an aspirational target of at least 1Gb/s broadband speeds across the region by 2022. No future infrastructure or housing project in the region should take place without installing the requirements of ultra-fast internet connectivity.”

More specifically, its recommendations for the public sector for Technology Infrastructure include:

“Deliver a step-change in technology infrastructure ambitions with aspirational targets of 1Gb/s broadband speeds across the region by 2022. Put in place internal processes that will support the private sector in turning Cambridgeshire & Peterborough into a world-class smart region at pace.

- Aspirational target Gb/s broadband speeds and 4G on all transport routes, business sites and dwellings by 2022.

- Make next generation digital infrastructure an absolute requirement for all future transport, housing and commercial development projects
- Review the efficiency of the structure, processes and regulations of local Government that affect the roll-out of full fibre infrastructure, mobile connectivity and smart city technology with a purpose to make public places more digitally immersive and accessible for citizens, visitors and businesses.
- Combined Authority to continue to work with Connecting Cambridgeshire to explore how the Smart Cities programme is best extended out to and integrated across Market Towns.
- Provide the physical space and institutional goodwill for intelligent city technology innovation projects, making it as simple as possible for the private sector to trial new products and services. This strategy should prioritise the sourcing of technology from local firms and adopt an “Open Innovation” ecosystem approach e.g. citizen engagement, democratising data.”

### **Cambridge Anti-Poverty Strategy 2020-2023**

Consultation with key stakeholders and residents as part of the development of the [Cambridge Anti-Poverty Strategy 2020-2023](#) identified digital inclusion as an issue impacting on residents in poverty in Cambridge. With people on low incomes less likely to be able to afford internet access, which can make it difficult to apply for Universal credit and other benefits, access cheaper utility deals, apply for jobs and access public services.

### **Adopted Local Plans**

#### **South Cambridgeshire Local Plan 2018**

- Policy TI/10: Broadband, expects new development (residential, employment and commercial) to contribute towards the provision of infrastructure suitable to enable the delivery of high speed broadband services. It also requires, as a minimum, suitable ducting to industry standards to be provided to the public highway that can accept fibre optic cabling or other emerging technology. Other forms of infrastructure, such as facilities supporting mobile broadband and Wi-Fi, should be included where possible and viable.

#### **Cambridge Local Plan 2018**

- Policy 42: Connecting new developments to digital infrastructure, requires provision for high capacity broadband (such as ducting for cables) to be designed and installed as an integral part of development, to minimise visual impact and future disturbance during maintenance. It states that all

telecommunications infrastructure should be capable of responding to changes in technological requirements over the period of the development

- Policy 84: Telecommunications . This policy supports the growth of telecommunications systems while keeping the environmental impact to a minimum.

### 11.3 Consultation and Engagement

Respondents commented that digital infrastructure has an impact on a wide range of cross boundary priorities, meeting net zero carbon, and delivering the right infrastructure for Greater Cambridge. A summary of respondents' key points are as follows:

- They thought that including a policy relating to Digital Infrastructure in the new Local Plan to ensure the delivery of high quality gigabit capable digital connectivity was important.
- They saw high quality broadband as key to encouraging homeworking and remote working from rural locations, stating that it should be considered when drafting infrastructure, housing and design policies for the new Local Plan.
- They commented that land should be allocated to support growth in a range of high technology employment sectors, all of which require high quality digital infrastructure.

### 11.4 Evidence Base

#### Broadband coverage in Greater Cambridge

Current superfast broadband (speeds of 30 Mbps or more) coverage in Greater Cambridge is strong compared to other areas. In February 2021 it was 99.3% in Cambridge and 97.3% in South Cambridgeshire compared to 97.3% in Cambridgeshire as a whole and 96.7% in the UK ([Think Broadband](#)).

Historically, superfast broadband has been delivered via Fibre to the Cabinet (FTTC). This utilises fibre cable to the local street cabinet with the existing copper cable between the cabinet and the property.

The next step up in terms of speeds is ultrafast broadband. Think Broadband defines ultrafast broadband as over 100 Mbps although it is listed as over 300 Mbps elsewhere. Think Broadband data shows that Cambridge in February 2021 did well in terms of >100 Mbps ultrafast broadband with coverage at 94.1% compared to 63.8% in South Cambridgeshire and 65.2% in the UK. Cambridge's strong coverage

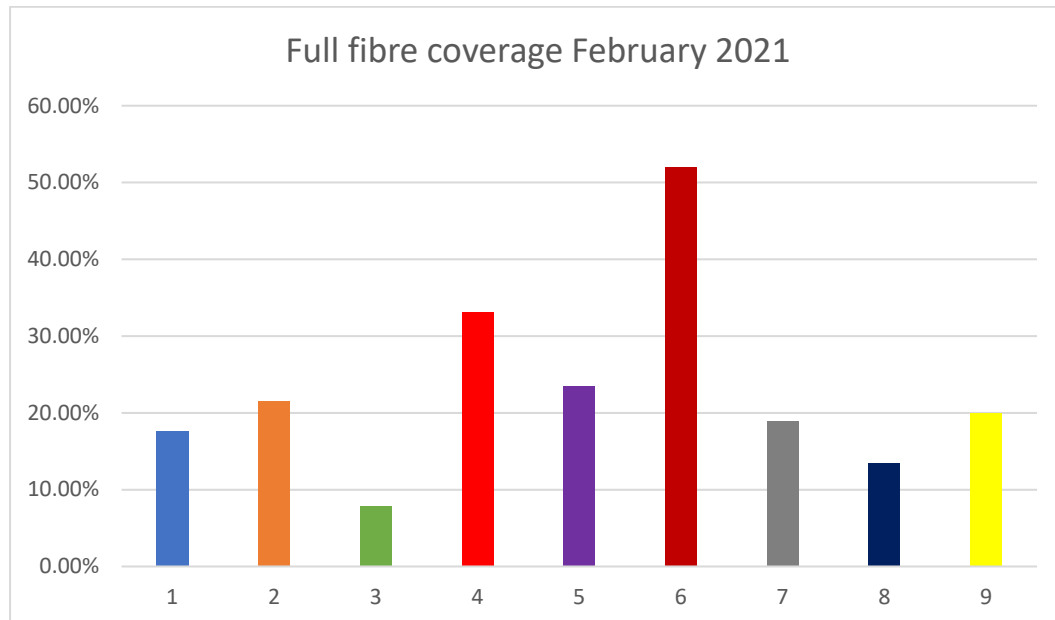
may be explained by the level of Virgin Media cable coverage in the City which was 86.4% compared to 49.5% in South Cambridgeshire.

The push is now on for gigabit capable connectivity which delivers download speeds of up to 1Gbps, the equivalent of 1,000Mbps. These kinds of speeds are typically available in locations full fibre connectivity where fibre optic cables run directly to homes (fibre-to-the-premises (FTTP)).

Gigabit connectivity can also be delivered through the higher tiers of Virgin Media's cable-based broadband and 5G broadband. However, the roll out of Virgin's Gig1 Fibre Broadband is still at a relatively early stage and the product is not yet available in Greater Cambridge.

Think Broadband data shows that in February 2021 full fibre broadband coverage was 21.6% in Cambridge and 17.6% in South Cambridgeshire compared to 19.4% in Cambridgeshire as a whole and 20.6% in the UK (although gigabit capable connectivity in the UK was 38.6%). Figure 1 below shows that there is significant variation locally with 33.1% in Fenland. Peterborough (not included in the Cambridgeshire figures) had 52% coverage.

Connecting Cambridgeshire has a target to achieve over 30% full fibre coverage across Cambridgeshire and Peterborough by 2022, through a mix of direct intervention and stimulating the market to provide commercial coverage



Source: [Think Broadband](#)

Figure 2 shows the growth in full fibre coverage in Greater Cambridge in the ten years to February 2021. There has been growth in both Cambridge and South



Cambridgeshire since 2016. Much of this growth will have been due to the work of Connecting Cambridgeshire in partnership with BT/Openreach and private sectors providers in Cambridge.

The significant leap in coverage in Cambridge from 2019 can be ascribed to new private sector companies, such as Cityfibre, that began work to roll out full fibre broadband in the city during that time. Greater Cambridge also has Cambridge Fibre and Bridge Fibre that provides fibre-based connectivity to multi-tenanted commercial properties such as science parks and innovation centres, for example, Cambridge Science Park and Granta Park. FTTP deployment by Hyperoptic to social housing with Cambridge City Council's Housing Department.

County Broadband have recently earmarked 24 villages in South Cambridgeshire for full-fibre broadband expanded rural rollout. Construction has begun in Fowlmere, Newton and Thriplow and another five villages have also met the sign-up threshold that is required to give the green light to build the networks including Great Eversden, Little Eversden, Orwell, and Whaddon. Construction is due to start over the coming weeks in these villages.

In June, Openreach announced that they are upgrading 26 exchanges across Cambridgeshire including those in Caxton, Comberton, Gamlingay, Linton and Maddingley.

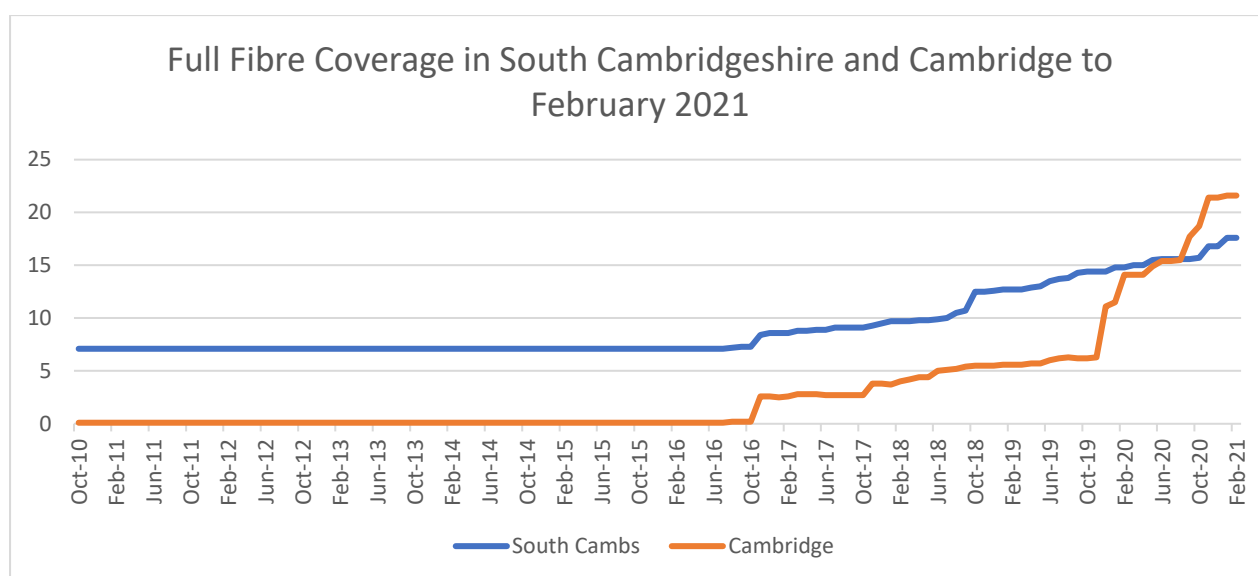


Figure 1 Full Fibre Coverage in South Cambridgeshire and Cambridge February 2021



Free public access Wi-Fi has an important part to play in supporting high streets particularly in areas where mobile coverage is poor. It can also contribute to supporting health and well-being, and digital inclusion in areas of higher deprivation.

Free “CambWifi” public access Wi-Fi is already available at a range of sites across Greater Cambridge including libraries, leisure centres, community centres, park and ride sites, village halls, children’s centres, sheltered housing schemes, council buildings, and some open spaces. This is being further expanded so that more people can get online in public buildings, open spaces and retail centres around Cambridgeshire.

### **Mobile phone coverage**

In 2019, Cambridgeshire County Council commissioned technical mobile phone coverage surveys in the Cambridgeshire and Peterborough area to inform the work of the Connecting Cambridgeshire programme.

The first survey in February and March 2019 involved an external company drive testing and walk testing to scan mobile coverage at a range of locations, including A, B and C roads across the county, tourist attractions, parks, rail routes, etc.

Data from the survey cross-referenced with existing Ofcom data was used to discuss mobile coverage improvements with mobile operators.

The Government’s Shared Rural Network programme has also been agreed. This includes joint investment of £1 billion from government and industry to increase 4G coverage to at least 95% of the UK by 2026. This will be achieved in part by a new infrastructure sharing agreement between the four mobile operators to share assets in areas of low population density which would otherwise not be commercially viable.

### **5G and small cells**

The House of Commons Library paper, [Gigabit-broadband in the UK: Government targets and policy](#) (30 April 2021), provides a useful summary of 5G and broadband connectivity:

“5G is the next generation of wireless communications technology, after 4G mobile broadband. 5G is expected to support very fast download speeds and near instant response times, allowing many devices to access large amounts of data at once. 5G is expected to deliver applications beyond mobile phone services, for example in health care, automated manufacturing, transport and traffic management.”

More information on smart technologies and their potential future role in areas such as health and transport is provided below.

5G is likely to require a combination of existing mobile 'macro-cell' mast sites, new 'macro-cell' mast sites as well as small cell technology in order to provide the required coverage and capacity. This is due to the large numbers of users and devices that it is expected to support and for the significant levels of data required for the future application of smart technologies. There are also additional operational restraints on the radio frequencies utilised by 5G.

5G operates on multiple radio frequency spectrums. The longer wavelength spectrum on which 5G will operate can utilise standard macro-cell sites and aerials to be deployed however it has a shorter range and less ability to pass through objects than preceding technologies and therefore additional macro-cell sites and aerials are required to deploy the 5G network.

The shorter wavelength spectrum on which 5G will also operate (which will also have the highest speeds and capacity) can travel even less distance and largely cannot pass through or reflect off objects such as buildings and trees etc. Therefore, in order to deploy 5G on this spectrum a denser network of small cells will be required. Small cells are typically embedded in street furniture such as lampposts, advertisement panels, bus shelters or street signs. Fibre connectivity is required to connect these small cells to the core internet network.

The Government has [committed](#) to being a world leader in 5G, the next generation of wireless communications technology, with the majority of the population covered by 2027.

Mobile providers are already starting to deploy the latest 5G technology to Greater Cambridge however this is likely to be initially in large urban areas such as Cambridge rather than smaller towns and villages which will need ubiquitous gigabit capable services available in order to benefit from 5G. [O2](#) and [WHP Telecoms](#) with Three and EE have been exploring public networks, while [Huawei](#) and [Cambridge Wireless](#) have been developing private networks.

### **Importance of digital infrastructure**

Greater Cambridge's economy is driven by businesses in knowledge-based sectors with businesses that rely on the use of cutting-edge digital technology. It is estimated that employment in knowledge intensive businesses in Greater Cambridge in 2020 was 48,403 with 16,492 of these employed in information technology and telecoms businesses. According to Tech Nation, Cambridge is in the top ten European cities for tech investment.

The CPIER report highlights the importance of digital infrastructure:

“Today, digital infrastructures, and their interconnections, form the absolute foundations of the digital economy. A region that seeks to expand the productivity of its technology sector, such as Cambridgeshire and Peterborough, needs cutting-edge digital infrastructures to support and sustain that growth. Internet access is now widely seen as the fourth essential utility.”

In a survey of businesses in the digital sector in Cambridgeshire and Peterborough for the Digital Strategy for Cambridgeshire and Peterborough, given a choice of four statements, businesses in Greater Cambridge prioritised:

- Higher quality broadband and mobile coverage is needed across the entire region
- Local businesses should be contracted to develop CPCA as a "smart" region

The importance of access to advanced digital infrastructure is not limited to companies in the technology sector. No matter what size or ambition of companies, they need to have good connectivity in order to achieve productivity growth. The Government's Build Back Better plan for growth quotes the [Enterprise Research Centre State of Small Business](#) (2018, 2020) which estimated that the adoption of a range of common technologies is associated with a productivity improvement of between 7% to 18%.

The importance of good connectivity across the economy has been amplified by the behavioural changes from COVID that has seen a significant rise in the number of people working from home. ONS [Business and individual attitudes towards the future of homeworking, UK \(April to May 2021\)](#) analysis captures the outcomes of a number of ONS surveys including the Annual Population Survey, the Business Insights and Conditions Survey and the Opinions and Lifestyle Survey. It reports that on average 37% of people in employment did some work at home in 2020 and increase from 27% in 2019.

The Business Insights and Conditions Survey identified large differences between industries, with the majority of the workforce in businesses in Information and Communication; and Professional, Scientific and Technical activities industries remote working from 5 to 18 April 2021 (81% and 71%).

The Survey also asked whether businesses see homeworking continuing. Of businesses that had not permanently stopped trading, 24% stated that they intended to use increased homeworking going forward, with 28% unsure. The Information and Communication industry recorded the highest proportion (49%) followed by the Professional, Scientific and Technical activities industry (43%).

Access to good digital infrastructure in the home is not only important in supporting business growth. Digital connectivity is increasingly vital in supporting the wellbeing and social inclusion of local residents. Its absence can impact on the educational,

employment, financial and health outcomes of individuals and families. Some examples are provided below:

Health: The [10 principles of Healthy New Towns](#) highlights the importance of good digital connectivity in the creation of good quality homes. More health care will take place at home so people living in homes without good digital connectivity will be less able to access health services. Accessing online information about local services, events and activities is also important for mental health.

Education: [Nominet](#) have estimated that 11% of young people accessing the internet at home could not do so with a computer on a broadband connection. A further 6% connect to the internet via dial-up modems, technology that is now two decades old.

However, for 12% of young people, (approximately 700,000 individuals), it is not possible to use these devices at home, creating challenges for completing school work.

### **Emerging technology**

The rapid acceleration in technological applications taking advantage of improved digital connectivity presents an opportunity for sustainable development. It has been dubbed by some as the [fourth industrial revolution](#) given the potential importance of these emerging technologies to the economy and a sustainable transition. Some villages, towns and cities using data and emerging technology to address common local challenges in areas such as transport, connectivity and air quality are being described as [Smart Places](#) by Connecting Cambridgeshire. The aim of these technologies is to influence behaviours, improve local economic conditions, sustainability responses, and quality of life for the residents. Some of the potential applications are listed below.

### **Integrated data**

Integrated public transport systems, on-demand mobility and intelligent traffic management will be crucial for improving air quality and connectivity in gridlocked emerging cities. Data can improve current traffic flow and management.

### **Internet of things (IoT)**

IoT and AI, coupled with big data and low-tech solutions including mobile phones and GPS navigation systems, can automate traffic monitoring and communicate congestion to vehicles on the road. This can help to optimise route planning, cut travel time and reduce Green House Gas (GHG) emissions.

## **Blockchain**

Blockchain technology, combined with real-time pattern recognition data, can help cities price and trigger incentives for transport network companies to provide services during off-peak times and to complement public transport. Technological advances can also help reduce traffic volumes.

## **Autonomous Vehicles (AVs)**

Autonomous vehicles (cars, buses and trucks), especially when low or zero-emission and deployed for shared transport and logistics services, can reduce energy use, emissions and the number of vehicles on the road.

## **Drones**

Drones can be used for maintenance, to ensure that buildings and installations are operational more of the time, or for high-resolution real-time aerial data solutions and equipped with sensors linked to IoT platforms in a way that can offer real-time traffic and logistics information for optimised routing.

Drones can also be used for delivery, airborne drones would reduce trips on the road. This would require accessible rooftops.

## **Virtual reality**

Virtual, augmented and mixed reality meeting services in shared spaces could also reduce the need to travel for meetings, boosting broader connectivity and the competitiveness of smaller companies in emerging cities.

## **Ultra-high speed surface solutions**

A number of companies are in the early stages of prototyping a super high speed vacuum-based transportation system called Hyperloop. It is projected to be fully self powered by solar panels along the tunnel surface. Advanced materials are planned for the tunnel, the vehicle and for next-generation rechargeable battery storage devices. The vehicle itself will be highly automated using AI. Potential travel speeds above 500 miles per hour (805 kilometres per hour) between cities means that Hyperloop could provide a cheaper and cleaner alternative to air travel and long-haul road transport, particularly for those cities within one to two-hour flight times.

## **Underground transport solutions**

Although traditionally challenged both by physics and financial feasibility, further potential could be drawn from underground space. For example, The Boring Company, led by Tesla entrepreneur Elon Musk, is in the early stages of designing high-speed transport tunnels for short- and long-distance travel. The tunnels would

be equipped with high-speed automated electric “skates” for short haul vehicles transport, or used as a long-haul Hyperloop vacuum-tube supersonic transport system. If this could be done efficiently, and enhanced by 4IR technology, these enterprises could play a role in tackling congestion, reducing air and noise pollution, lowering GHG emissions, and cutting travel time for passenger transport and logistics across and between cities. Many significant engineering and regulatory hurdles must, however, be overcome for this concept to become commercially viable, and serious questions exist about upfront capital and maintenance costs, seismic risk, lifecycle energy needs and the quality, safety and affordability of the passenger experience.

## **11.5 Proposed Policy Approach and Reasons**

### **The Proposed Policy Direction**

Applicants will be required to submit a ‘Connectivity Statement’ with a planning application to demonstrate how their proposed digital infrastructure will meet policy requirements outlined below:

#### **Broadband infrastructure**

Development proposals will be expected to provide gigabit capable connections, via multiple providers, where available, to each premise.

In locations where gigabit capable connectivity is currently available:

- The development will be expected to include the infrastructure to connect to these services and make them available to occupiers.

In locations where gigabit capable connectivity is not currently available:

- Applicants will be expected to demonstrate that they have engaged a range of providers to upgrade infrastructure to deliver gigabit capable connections.
- Where one or more providers have agreed to provide gigabit capable connectivity, the development should be designed to connect to this service and make it available to occupiers.
- Where no agreement can be reached to provide gigabit capable connectivity at the present time, Superfast Broadband may be considered as an alternative. In addition, the development will be expected to incorporate dedicated telecommunications ducting to enable the provision of gigabit capable connectivity in the future.

In all cases, to encourage competition and consumer choice, this will include the provision of multiple ducts to enable several providers to access the site.

## **Mobile phone infrastructure**

Major development proposals of 250 homes or 10,000m<sup>2</sup> must carry out an assessment of whether the current mobile coverage and capacity is suitable for the proposed new development.

In locations where mobile coverage is deemed suitable:

No further action is required however the design of the development should consider the impact of building design on mobile coverage for existing and future occupants and take appropriate action to mitigate any adverse impacts.

In locations where mobile coverage is either available but the quality is poor and/or is expected to be impacted by capacity constraints or where coverage is not currently available:

- Applicants will be expected to demonstrate that they have engaged with Mobile Network Operators (MNOs) to determine a strategy to ensure that mobile coverage can be improved and maintained at the site.
- Where one or more MNOs agree to make improvements to their mobile coverage it must be confirmed whether this will be via:
  - a. MNOs adjusting their existing assets to improve coverage for the new development.
  - b. MNOs and the applicant agreeing a location for additional masts and/or aerials for which the applicant will facilitate installation including the provision of power, full fibre connectivity and maintenance access.
  - c. Any other approach agreed with the MNO.

Where no agreement can be reached to improve mobile coverage at the present time, the applicant must ensure that an appropriate location(s) for new mobile infrastructure is made available for future use, this can be in the form of roof-space, building frontage space, highways space or other land, all of which must have suitable access arrangements in place for installation and maintenance for the life of the installed asset. A suitable power supply and fibre connection must be made available to the location(s).

## **Small cell mobile communications technology**

Development proposals of 30 homes or 1,000m<sup>2</sup> employment space must include suitable infrastructure that would support any future rollout of the latest small cell mobile communications technology. For example:

- Require the design of street furniture in such a way that the installation of telecoms equipment and other sensors can be included and easily maintained without causing disruption.
- Ensure that fibre connections are easily accessible to enable connection to street furniture such as street lighting columns to facilitate future improvements.

As the small cell technology is still in development the Local Authority will provide the latest guidance on the design requirements.

### **Publicly accessible Wi-fi**

Encourage premises and spaces where there are significant levels of use by members of the public to have regular access to provide publicly accessible Wi-Fi.

### **Reasons for the Proposed Policy Direction**

The growth of connectivity over the last decade has resulted in digital technologies increasingly affecting many aspects of contemporary living. As a result, high quality connectivity is becoming an integral requirement for new developments.

Greater Cambridge's economy is driven by businesses in knowledge-based sectors with businesses that rely on the use of cutting-edge digital technology. Strong digital connectivity is key to retaining and attracting these businesses. It is also vital in helping all businesses to optimise productivity and growth.

For the workers in these businesses and those who are self-employed, the importance of good connectivity across the economy has been amplified by the behavioural changes from COVID that has seen a significant rise in home working. A significant number of these workers are likely to maintain a flexible home / office base in the future.

Digital connectivity is also increasingly vital in supporting the wellbeing and social inclusion of local residents. Its absence can impact on the educational, employment, financial and health outcomes of individuals and families. It can lead to social isolation and an inability to participate in local communities.

The proposed policy direction addresses broadband and mobile phone connectivity, both of which are key elements of digital connectivity for residents and businesses, as well as the infrastructure required to support future developments in digital technology.

### **Alternative approaches, and reasons why they were rejected**

Alternative approaches considered were:



No Policy – This is not the preferred approach due to the importance of provision for economic, social and climate change.

Continuing the current policy approach by just requiring ducting rather than for actual connections – This is not the preferred approach as this is insufficient to ensure infrastructure is delivered to support development.

## **11.6 Further Work and Next Steps**

The proposed policy direction will be assessed and were appropriate adjusted for Draft Plan stage in response to feedback received during the consultation.

## Appendix 1: First Conversation Feedback

This section of the topic paper provides a summary of the feedback from the First Conversation related to this theme, and how comments have been taken into account. A report on the consultation, and full details of the comments received can be found on the [Greater Cambridge Planning website](#).

### Q36 How should the Local Plan ensure the right infrastructure is provided in line with development?

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Evidence base and supporting documents	Produce an IDP.	Noted: An IDP is being drafted and will form part of the overall evidence base in support of the GCLP, The IDP will assess existing infrastructure in the area, identify what further infrastructure is required to sustainably support the proposed growth and outline how and when the infrastructure will be delivered and how much it will cost.
Evidence base and supporting documents	Model growth to assess infrastructure need.	Noted: An IDP is being drafted and will form part of the overall evidence base in support of the GCLP, The IDP will assess existing infrastructure in the area, identify what further infrastructure is required to sustainably support the proposed growth and outline how and when the infrastructure will be delivered and how much it will cost.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Evidence base and supporting documents	Examine where existing infrastructure is under pressure, such as the A505.	The IDP will identify where and what type of infrastructure is under existing pressure and therefore face further development pressure in the future. The IDP will consider development pressure on the infrastructure network and identify those development sites that will be required to make contributions towards new or enhanced infrastructure. CIL Regulation 122 ensures that infrastructure contributions required from new developments will be directly related to that site and not address existing deficiencies. Where these deficiencies need to be addressed the IDP will identify alternative funding arrangements. In relation to highways infrastructure, a Transport Assessment will be required to assess the current and potential future capacity of roads and junctions in the area. The conclusions of this work will be presented in the IDP and GCLP.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Evidence base and supporting documents	Produce a cost apportionment study for the North East Cambridge Area Action Plan and set out the conclusions in a policy.	Noted: The IDP will outline the appropriate apportionment of infrastructure across proposed development sites. The apportionment will be based on the size of the development, and therefore the demand placed upon the need for new or improved infrastructure. In allocating infrastructure requirements to development sites, an assessment will be made outlining the proposed approach to apportionment in the Local Plan Viability Study, to review the impact of proposed development contributions on the viability of proposed development. Viability challenges on particular sites may require amendments to the proposed approach to apportionment.
Evidence base and supporting documents	Produce traffic modelling to test proposed policies.	Noted: A Transport Assessment will be required to assess the current and potential future capacity of roads and junctions in the area. The conclusions of this work will be presented in the IDP and new Local Plan.
Evidence base and supporting documents	Produce a Local Transport Plan.	Noted: A Transport Assessment will be required to assess the current and potential future capacity of roads and junctions in the area. The conclusions of this work will be presented in the IDP and new Local Plan.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Evidence base and supporting documents	Update cycle parking standards.	Noted: Parking standards for all transport modes will be reviewed as part of the production of the new Local Plan.
Evidence base and supporting documents	Produce the new Local Plan in coordination with the Cambridgeshire and Peterborough Transport Plan, Combined Authority spatial strategy, and energy and water supplier investment strategies.	Noted: The new Local Plan and IDP will be informed by plans produced by infrastructure providers and through discussions with relevant infrastructure providers and stakeholders. Documents which have informed the production of the Plan will form part of the new Local Plan evidence base.
Evidence base and supporting documents	Model ventilation in streets with closed tree canopies to identify causes.	The new Local Plan evidence base will include an assessment of air quality in the area, to consider if any actions or policy requirements are needed within the new Local Plan to improve air quality in the area.
Evidence base and supporting documents	Upgrade flood plain management strategies.	Noted: The new Local Plan evidence base will include a new Strategic Flood Risk Assessment.
Location and type of growth	Warehousing and distribution should be located along transport corridors.	Noted: To reduce the need for significant new road infrastructure and place further constraints on highway capacity , the growth strategy in the new Local Plan will seek to allocate new warehouse and employment development along existing transport corridors.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Location and type of growth	Development should be in sustainable locations, near key infrastructure, services and facilities, employment, and public and sustainable forms of transport.	Noted: Through transport and site allocation policies, and through the growth strategy and overarching aims and objectives, the new local plan will seek to reduce the need to commute long distances, and will seek to encourage the use of active and sustainable modes of transport.
Location and type of growth	Infrastructure should be in sustainable locations.	Noted: Through transport and site allocation policies, and through the growth strategy and overarching aims and objectives, the new local plan will seek to reduce the need to commute long distances, and will seek to encourage the use of active and sustainable modes of transport.
Location and type of growth	Support a spatial strategy with a mixed approach and Green Belt release.	Noted: A range of growth options has been considered in determining the growth strategy for the new Local Plan. This has taken into account support for a flexible growth strategy and development in the Green Belt, urban extensions, western corridor, transport corridors, rural areas, and on the edge of urban and rural settlement, for small and medium scale development, and the densification of urban areas.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Location and type of growth	Support mixed use urban development and urban densification.	Noted: A range of growth options has been considered in determining the growth strategy for the new Local Plan. This has taken into account support for a flexible growth strategy and development in the Green Belt, urban extensions, western corridor, transport corridors, rural areas, and on the edge of urban and rural settlement, for small and medium scale development, and the densification of urban areas.
Location and type of growth	Support urban extensions.	Noted: A range of growth options has been considered in determining the growth strategy for the new Local Plan. This has taken into account support for a flexible growth strategy and development in the Green Belt, urban extensions, western corridor, transport corridors, rural areas, and on the edge of urban and rural settlement, for small and medium scale development, and the densification of urban areas.
Location and type of growth	Support small and medium sized development.	Noted: A range of growth options has been considered in determining the growth strategy for the new Local Plan. This has taken into account support for a flexible growth strategy and development in the Green Belt, urban extensions, western corridor, transport corridors, rural areas, and on the edge of urban and rural settlement, for small and medium scale

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
		development, and the densification of urban areas.
Location and type of growth	Support development along the western corridor.	Noted: A range of growth options has been considered in determining the growth strategy for the new Local Plan. This has taken into account support for a flexible growth strategy and development in the Green Belt, urban extensions, western corridor, transport corridors, rural areas, and on the edge of urban and rural settlement, for small and medium scale development, and the densification of urban areas.
Location and type of growth	Support development along transport corridors.	Noted: A range of growth options has been considered in determining the growth strategy for the new Local Plan. This has taken into account support for a flexible growth strategy and development in the Green Belt, urban extensions, western corridor, transport corridors, rural areas, and on the edge of urban and rural settlement, for small and medium scale development, and the densification of urban areas.



<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Location and type of growth	Support rural development.	Noted: A range of growth options has been considered in determining the growth strategy for the new Local Plan. This has taken into account support for a flexible growth strategy and development in the Green Belt, urban extensions, western corridor, transport corridors, rural areas, and on the edge of urban and rural settlement, for small and medium scale development, and the densification of urban areas.
Location and type of growth	Support development on the edge of urban and rural settlements.	Noted: A range of growth options has been considered in determining the growth strategy for the new Local Plan. This has taken into account support for a flexible growth strategy and development in the Green Belt, urban extensions, western corridor, transport corridors, rural areas, and on the edge of urban and rural settlement, for small and medium scale development, and the densification of urban areas.
Location and type of growth	Support subdivision of existing properties.	Housing related policies in the new Local Plan will seek to encourage initiatives which support meeting housing needs and increase the provision of dwellings in the area sustainably. Policy approaches in the new Local Plan which support the subdivision of large properties where appropriate will be considered. Development management policies will also guide

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
		decision making in relation to considering the potential impacts of proposals for subdivision.
Location and type of growth	Deliver rural exception sites in existing communities.	Noted: Support for rural exception sites will be considered by the Council when determining the approach to growth in rural areas.
Location and type of growth	Do not support small development which does not contribute towards infrastructure.	Noted: The new Local Plan will allocate a range of types of development. The IDP will consider the cumulative impacts of planned small developments in the area, to determine the overall impacts on infrastructure in the area.
Location and type of growth	Prioritise development supported by existing infrastructure, including in villages.	Noted: The growth strategy in the new Local Plan will consider the opportunities arising from the provision of existing infrastructure in the area.
Location and type of growth	Do not support large-scale development.	The objection to large-scale development will be considered when determining the growth strategy in the new Local Plan.
Location and type of growth	Do not support development.	Noted, however national planning policy requires plans to respond to development needs.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Location and type of growth	Provide jobs and housing for people with low education.	In accordance with national planning policy and guidance, the new Local Plan will seek to meet local needs for growth.
Location and type of growth	Protect Nine Wells and the south end of Hobson's Brook, including the surrounding agricultural land, from infrastructure and development.	The objection to development at Nine Wells and the south end of Hobson's Brook, including the surrounding area, will be considered when determining the growth strategy for the new Local Plan.
Impacts of growth	New development and infrastructure should avoid impacts to the natural environment.	Noted: All policies in the new Local Plan will seek to protect and enhance the natural environment. Protection of the natural environment will be a key strategic aim of the new Local Plan.
Infrastructure phasing and delivery	Meet infrastructure needs for existing development through S106 agreements.	CIL Regulation 122 ensures that infrastructure contributions required from new developments are directly related to that site, and cannot therefore address existing infrastructure deficits in the area. To address existing deficits, alternative funding sources will be required. The Infrastructure Delivery Plan will seek to identify how existing infrastructure needs in the area can be addressed.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Infrastructure phasing and delivery	Prioritise infrastructure projects which support growth.	Noted: The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision. Phasing, the delivery and costs of infrastructure will be an integral part of the development of the IDP
Infrastructure phasing and delivery	Planning applications should include infrastructure plans, including public transportation plans.	It will not be necessary for all planning applications to include infrastructure information, this will only be relevant to large scale developments. Strategic sites allocated in the new Local Plan will be guided by the conclusions of the IDP. Site allocation and infrastructure related policies in the new Local Plan will require large scale development proposals to present proposed infrastructure improvements, and outline how improvements are proposed to be delivered.
Infrastructure phasing and delivery	Ensure infrastructure is in place on occupation.	Noted: Where possible, the IDP will seek opportunities to forward fund infrastructure provision. Where infrastructure provision is not essential in advance of new development taking place, it is sensible for infrastructure provision to take place alongside the delivery of new development proposals. The IDP will outline how and when

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
		new infrastructure will be provided to support growth in the area.
Infrastructure phasing and delivery	Developer contributions for schools should be confirmed at the application stage.	Noted: Where possible, the IDP will seek opportunities to forward fund infrastructure provision. Where infrastructure provision is not essential in advance of new development taking place, it is sensible for infrastructure provision to take place alongside the delivery of new development proposals. The IDP will outline how and when new infrastructure will be provided to support growth in the area.
Infrastructure phasing and delivery	Cycling infrastructure should be in place prior to occupation.	Noted: Where possible, the IDP will seek opportunities to forward fund infrastructure provision. Where infrastructure provision is not essential in advance of new development taking place, it is sensible for infrastructure provision to take place alongside the delivery of new development proposals. The IDP will outline how and when new infrastructure will be provided to support growth in the area.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Infrastructure phasing and delivery	Provide sufficient public transport prior to development of Bourn Airfield.	Noted: Where possible, the IDP will seek opportunities to forward fund infrastructure provision. Where infrastructure provision is not essential in advance of new development taking place, it is sensible for infrastructure provision to take place alongside the delivery of new development proposals. The IDP will outline how and when new infrastructure will be provided to support growth in the area.
Infrastructure phasing and delivery	Infrastructure should be in place prior to planning permission.	Noted: Where possible, the IDP will seek opportunities to forward fund infrastructure provision. Where infrastructure provision is not essential in advance of new development taking place, it is sensible for infrastructure provision to take place alongside the delivery of new development proposals. The IDP will outline how and when new infrastructure will be provided to support growth in the area.
Infrastructure phasing and delivery	Do not withhold planning permission where there are delays to strategic infrastructure.	Note. The IDP will consider infrastructure requirements in the area based on existing infrastructure provision, the demand arising from new development, and the housing trajectory in the new Local Plan. This will ensure the delivery of new housing is aligned to the provision of new and improved infrastructure. Infrastructure and site allocation related policies in the new Local Plan will guide decision making in

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
		relation to infrastructure provision for new development proposals. Planning decisions will need to take account of the appropriate delivery of required new or improved infrastructure.
Infrastructure phasing and delivery	Ensure developers meet S106 obligations.	Noted. The plan will seek to include clear infrastructure requirements.
Infrastructure phasing and delivery	Co-locate infrastructure.	Noted: The IDP will seek to identify how existing infrastructure needs in the area can be addressed, through a range of potential options including the co-location of infrastructure.
Infrastructure phasing and delivery	Commit to planned infrastructure projects.	Noted: The IDP will seek to identify how existing infrastructure needs in the area can be addressed, through a range of potential options including the co-location of infrastructure.
Public transport	Provide affordable and regular public and sustainable transport to reduce car use.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
		cumulative impacts of all allocations on existing infrastructure, and will consider the need for new and improved infrastructure provision.
Public transport	Provide zero carbon public transport.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will consider the need for new and improved infrastructure provision.
Public transport	Review bus routes to increase usability and service frequency throughout the day and night.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will consider the need for new and improved infrastructure provision.



<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Public transport	Provide free and frequent electric shuttle buses.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will consider the need for new and improved infrastructure provision.
Public transport	Provide park and ride buses on all major roads into Cambridge.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will consider the need for new and improved infrastructure provision.
Public transport	Provide dedicated bus and cycle lanes.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
		consider the need for new and improved infrastructure provision.
Public transport	Provide direct buses from Cambourne into Cambridge and St Neots.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will consider the need for new and improved infrastructure provision.
Public transport	Provide school buses for schools with long journey times.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will consider the need for new and improved infrastructure provision.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Public transport	Provide a rapid transit system.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will consider the need for new and improved infrastructure provision.
Public transport	Build a tram line between St Neots and Haverhill.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will consider the need for new and improved infrastructure provision.
Public transport	Provide an electric tram through Cambridge.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
		consider the need for new and improved infrastructure provision.
Public transport	Provide a metro.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will consider the need for new and improved infrastructure provision.
Public transport	Do not support the proposed metro.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will consider the need for new and improved infrastructure provision.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Public transport	Provide train lines or a guided busway for south east Greater Cambridge.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will consider the need for new and improved infrastructure provision.
Public transport	Support East-West rail.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will consider the need for new and improved infrastructure provision.
Public transport	Provide improved train connections east of Cambridge.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
		consider the need for new and improved infrastructure provision.
Public transport	Provide a new train station at Addenbrookes.	Noted: There will be consideration for new and improved transport related infrastructure through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and will consider the need for new and improved infrastructure provision.
Public transport	Introduce a transport card system.	Beyond the scope of the Local Plan.
Public transport	Incentivise train use and introduce congestion charges.	Transport and site allocation policies will encourage the provision, use, and appropriate design of sustainable travel. Site allocation policies will seek the provision of infrastructure which support the use of sustainable modes of transport. Congestion charges are beyond the scope of the new Local Plan.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Public transport	Reduce flying.	Beyond the scope of the new Local Plan.
Cycling infrastructure	Provide safe and segregated cycling and walking infrastructure, not intersected by major roads.	Noted: New and improved highways infrastructure will be considered through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
Cycling infrastructure	Provide new and improved cycle paths in Madingley Road, Milton, Waterbeach, Landbeach, and Ashwell and Morden Station.	Noted: New and improved highways infrastructure will be considered through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Cycling infrastructure	Provide accessible and well-designed cycle parking in transport hubs and new development.	Noted: New and improved highways infrastructure will be considered through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
Cycling infrastructure	East-West Rail and South Station should provide cycling and walking infrastructure.	Noted: New and improved highways infrastructure will be considered through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
Cycling infrastructure	Developments should be required to aim for at least 40% bicycle trips.	Transport and site allocation policies will encourage the provision, use, and appropriate design of sustainable and active travel. Site allocation policies will seek the provision of infrastructure which supports the use of sustainable modes of transport.



<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Highways	Oppose road expansions and the Ox-Cam Expressway.	The objection to the provision of additional road infrastructure is noted, however additional road infrastructure will be required to support deliverable growth in the new Local Plan.
Highways	Provide improved links between the southeast villages and the A14.	Noted: New and improved highways infrastructure will be considered through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
Highways	Set 15-20 mile speed limits in Cambridge.	Beyond the scope of the new Local Plan.
Highways	Tax concrete use.	Beyond the scope of the new Local Plan.
Car use	Do not support car-centric development.	Noted: Transport and site allocation policies in the new Local Plan will encourage the use and appropriate design of sustainable and active travel. Site allocation policies will seek the provision of infrastructure which supports the use of sustainable modes of transport.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Car use	Introduce car free zones in Cambridge City Centre.	Noted. Sustainable modes of travel along with car free areas will be considered, taking into account the needs of all users of the area.
Car use	Do not obstruct car use.	Support for car use will be considered by the Council when drafting transport related policies for the new Local Plan. However, in accordance with national planning policy and guidance, the new Local Plan will focus on encouraging the use of sustainable modes of transport.
Car use	Provide electric vehicle charging infrastructure near new development and in car parks.	Noted: Transport policies and site allocation policies in the new Local Plan will require the provision of infrastructure to support electric vehicle charging within new development proposals.
Car use	Reduce car parking facilities.	Car parking policy will be set out in transport related policies in the new Local Plan, or in a supporting SPD, to guide the provision of parking for new developments in the area. The overall management of car parking facilities in the area is beyond the scope of the Local Plan.
Car use	Encourage shared/community ownership of zero carbon vehicles.	Noted: Transport and site allocation policies will encourage the use and appropriate design of sustainable and active travel. Site allocation policies will seek the provision of

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
		infrastructure which support the use of sustainable modes of transport.
General transport infrastructure	Provide safe crossings.	Noted: New and improved transport related infrastructure will be considered through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
General transport infrastructure	Support the planned major transport projects in Figure 22 of the Issues and Options GCLP.	Noted: New and improved transport related infrastructure will be considered through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
General transport infrastructure	Connect rural transport hubs to regional or national hubs.	Noted: New and improved transport related infrastructure will be considered through the production of the IDP and transport assessments supporting the new Local Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
Community infrastructure	Provide community and leisure facilities.	Noted: New and improved community and sports related infrastructure will be considered through the production of the IDP, which will include an assessment of associated evidence base documents, and consultation with infrastructure providers, relevant organisations, and stakeholders. The conclusions of the IDP will be presented within site allocation, infrastructure, and community and sports related policies in the new Local Plan.
Community infrastructure	Provide more social spaces in Papworth Everard.	Noted: New and improved community and sports related infrastructure will be considered through the production of the IDP, which will include an assessment of associated evidence base documents, and consultation with infrastructure providers, relevant organisations, and stakeholders. The conclusions of the IDP will be

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
		presented within site allocation, infrastructure, and community and sports related policies in the new Local Plan.
Sports facilities	Provide a full size 3g pitch in Bar Hill.	Noted: New and improved community and sports related infrastructure will be considered through the production of the IDP, which will include an assessment of associated evidence base documents, and consultation with infrastructure providers, relevant organisations, and stakeholders. The conclusions of the IDP will be presented within site allocation, infrastructure, and community and sports related policies in the new Local Plan.
Education	Support the delivery of Free Schools.	Noted: New and improved education infrastructure will be considered through the production of the IDP, which will include an assessment of associated evidence base documents, and consultation with the education authority, relevant organisations, and stakeholders. The conclusions of the IDP will be presented within site allocation and infrastructure related policies in the new Local Plan, and

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
		will guide the identification of appropriate developer contributions.
Education	Support the delivery of schools with site allocation policies and a flexible policy framework to provide sufficient school places.	Noted: New and improved education infrastructure will be considered through the production of the IDP, which will include an assessment of associated evidence base documents, and consultation with the education authority, relevant organisations, and stakeholders. The conclusions of the IDP will be presented within site allocation and infrastructure related policies in the new Local Plan, and will guide the identification of appropriate developer contributions.
Education	Provide a sixth form college in Cottenham.	Noted: New and improved education infrastructure will be considered through the production of the IDP, which will include an assessment of associated evidence base documents, and consultation with the education authority, relevant organisations, and stakeholders. The conclusions of the IDP will be presented within site allocation and infrastructure related policies in the new Local Plan, and

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
		will guide the identification of appropriate developer contributions.
Education	Planning obligations should fund schools.	Noted: New and improved education infrastructure will be considered through the production of the IDP, which will include an assessment of associated evidence base documents, and consultation with the education authority, relevant organisations, and stakeholders. The conclusions of the IDP will be presented within site allocation and infrastructure related policies in the new Local Plan, and will guide the identification of appropriate developer contributions.
Education	Recognise in the new Local Plan that school needs can change over time and result in surplus sites, and that developer contributions can be secured retrospectively.	Noted: New and improved education infrastructure will be considered through the production of the IDP, which will include an assessment of associated evidence base documents, and consultation with the education authority, relevant organisations, and stakeholders. The conclusions of the IDP will be presented within site allocation and infrastructure related policies in the new Local Plan, and

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
		will guide the identification of appropriate developer contributions.
Health and social care	Provide adequate health and social care infrastructure for an ageing and growing population.	Noted: New and improved health and social care infrastructure will be considered through the production of the IDP. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
Sustainability, climate change mitigation and adaptation	SuDS and water re-use should form an integral part of new development proposals.	Noted: Design, flood management, and climate change mitigation and adaptation policies in the new Local Plan will be informed by the use of SuDS and water re-use within development proposals.
Sustainability, climate change mitigation and adaptation	Support local renewable power generation and consider hydrogen fuel.	Noted: The new Local Plan will seek to support new sustainable approaches to energy generation.
Sustainability, climate change mitigation and adaptation	Develop a vision to decarbonise heating in the plan area.	Noted: The new Local Plan will seek to support new sustainable approaches to energy generation.
Sustainability, climate change mitigation and adaptation	Infrastructure should be zero carbon	Noted: The new Local Plan will encourage initiatives which support the delivery of low carbon development proposals, including associated infrastructure provision.



<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Green infrastructure	Introduce more ambitious green infrastructure targets.	Noted: Green infrastructure and site allocation related policies in the new Local Plan will encourage the provision of new and improved green infrastructure, and require details of appropriate long term management arrangements for new green space within development proposals.
Green infrastructure	Provide long-term management of green infrastructure.	Noted: Green infrastructure and site allocation related policies in the new Local Plan will encourage the provision of new and improved green infrastructure, and require details of appropriate long term management arrangements for new green space within development proposals.
Green infrastructure	Introduce green walls in street canyons.	Noted: Green infrastructure, biodiversity and site allocation policies in the new Local Plan will encourage the provision of green walls, hedges, and appropriate tree cover within development proposals.
Green infrastructure	Modify tree canopies to increase street ventilation in street canopies.	Noted: Green infrastructure, biodiversity and site allocation policies in the new Local Plan will encourage the provision of green walls, hedges, and appropriate tree cover within development proposals.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Green infrastructure	Choose low VOC-emitting tree species.	Noted: Green infrastructure, biodiversity and site allocation policies in the new Local Plan will encourage the provision of green walls, hedges, and appropriate tree cover within development proposals.
Green infrastructure	Create green oases.	Noted: Green infrastructure, biodiversity and site allocation policies in the new Local Plan will encourage the provision of green walls, hedges, and appropriate tree cover within development proposals.
Green infrastructure	Plant hedges between traffic and pedestrians.	Noted: Green infrastructure, biodiversity and site allocation policies in the new Local Plan will encourage the provision of green walls, hedges, and appropriate tree cover within development proposals.
Utilities	Include a policy stating foul sewerage network and Water Recycling capacity, and when and where there will be available capacity for new development.	Noted: The IDP will consider utilities related infrastructure requirements in the area based on existing infrastructure provision and the demand arising from new development proposals. The IDP will outline how and when new infrastructure will be delivered.
Utilities	Expand existing utilities infrastructure for new development.	Noted: The IDP will consider utilities related infrastructure requirements in the area based on existing infrastructure provision and the demand arising from new development proposals. The IDP

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
		will outline how and when new infrastructure will be delivered.
Utilities	UKPN should use compulsory purchasing to deliver direct routes.	Beyond the scope of the Local Plan.
Broadband	Provide broadband.	Site allocations and communications infrastructure related policies proposed for the new Local Plan will require the appropriate provision of infrastructure supporting high speed broadband within new developments.
Broadband	Provide fibre to the premises to all new development.	<p>Site allocations and communications infrastructure related policies in the new Local Plan will require the appropriate provision of infrastructure supporting high speed broadband within new developments.</p> <p>The IDP will consider the strategic need for communications infrastructure in the area.</p>
Infrastructure needs	Address water shortage.	Noted: An Integrated Water management study has been commissioned to inform the Local plan.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Infrastructure funding	Introduce CIL.	The Council will consider the approach to infrastructure funding in light of the evidence informing the local plan and when the outcome of the Planning White Paper is known.
Infrastructure funding	Deliver sufficient development to fund needed infrastructure.	Noted: The IDP will consider infrastructure requirements in the area based on existing infrastructure provision, the demand arising from new development, and the housing trajectory in the new Local Plan. This will ensure the delivery of new housing is aligned to the provision of new and improved infrastructure.
Infrastructure funding	Deliver large-scale development to fund major infrastructure.	Noted: The IDP will consider infrastructure requirements in the area based on existing infrastructure provision, the demand arising from new development, and the housing trajectory in the new Local Plan. This will ensure the delivery of new housing is aligned to the provision of new and improved infrastructure.
Infrastructure funding	Seek wider funding for major infrastructure projects.	The IDP will identify a range of funding options to support the delivery of infrastructure in the area. For strategic site allocations, the IDP will outline how essential infrastructure will be funded and delivered, as this information will be vital in considering the deliverability of the growth strategy in the new Local Plan.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Infrastructure funding	Consider a joint bid with Essex County Council for infrastructure delivery.	The IDP will identify a range of funding options to support the delivery of infrastructure in the area. For strategic site allocations, the IDP will outline how essential infrastructure will be funded and delivered, as this information will be vital in considering the deliverability of the growth strategy in the new Local Plan.
Infrastructure funding	Ensure long-term funding to maintain infrastructure.	The IDP will identify a range of funding options to support the delivery of infrastructure in the area. For strategic site allocations, the IDP will outline how essential infrastructure will be funded and delivered, as this information will be vital in considering the deliverability of the growth strategy in the new Local Plan.
Infrastructure funding	Support pooled contributions.	Noted: The IDP will outline the appropriate apportionment / pooling of infrastructure across proposed development sites.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Consultation	Work with infrastructure providers, hold workshops with service providers to discuss Local Plan allocations, and work with developers in regard to infrastructure provision.	Noted: Through the production of the new Local Plan and associated evidence base documents, and in accordance with the requirements of the Duty to Cooperate, duty to cooperate bodies, infrastructure providers, and stakeholders will be consulted to inform the production of the Plan.
Consultation	Work with Highways England prior to site allocation to assess highway need.	Noted: Through the production of the new Local Plan and associated evidence base documents, and in accordance with the requirements of the Duty to Cooperate, duty to cooperate bodies, infrastructure providers, and stakeholders will be consulted to inform the production of the Plan.
Consultation	Consult communities to help determine infrastructure need.	Noted: Through the production of the new Local Plan and associated evidence base documents, and in accordance with the requirements of the Duty to Cooperate, duty to cooperate bodies, infrastructure providers, and stakeholders will be consulted to inform the production of the Plan.
Consultation	Acknowledge that EWR and Greater Cambridge are working collaboratively in the new Local Plan.	Noted: Through the production of the new Local Plan and associated evidence base documents, and in accordance with the requirements of the Duty to Cooperate, duty to cooperate bodies, infrastructure providers, and stakeholders will be

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
		consulted to inform the production of the Plan.
Viability assessment	Do not accept the Internal Rate of return methodology.	Noted: The Local Plan Viability Assessment will use the residual Land Value methodology and consider an appropriate approach to assessing development return in development proposals.
Pollution	New infrastructure must mitigate pollution.	Noted: Pollution related policies in the new Local Plan will seek appropriate mitigation within new development proposals where the risk of pollution is apparent

Q37 How should we encourage a shift away from car use and towards more sustainable modes of transport such as public transport, cycling and walking?

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Sustainable development and access and sustainable transport services	Support development in sustainable locations with access to education, jobs, services, facilities, sustainable transport options and public transport links.	Noted. The development strategy proposed in the preferred options report has considered a range of issues including access to sustainable transport opportunities.
Sustainable development and access and sustainable transport services	Support development in villages near employment centres and with access to services.	Noted. The development strategy proposed in the preferred options report has considered a range of issues including access to sustainable transport opportunities. The approach to development schemes in villages with different levels of services and facilities has also been carefully considered.
Sustainable development and access and sustainable transport services	Only support development near rail lines.	Noted. The development strategy proposed in the preferred options report considers access to sustainable transport opportunities. This includes rail, but is not exclusive to rail.



<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Housing near Cambridge Biomedical Campus should be connected to the campus by sustainable transport links.	Noted. The development strategy proposes in the preferred options proposes major allocations around Cambridge which would have access to high quality transport measures provided connections to the campus.
Sustainable development and access and sustainable transport services	Infrastructure should be in sustainable locations, avoid impacts to the natural environment and deliver environmental enhancements.	Noted. Policies proposals on the biodiversity and green infrastructure theme require consideration of the impact of proposals on the natural environment, and to achieve a net gain in biodiversity.
Sustainable development and access and sustainable transport services	Consider rural development in sustainable locations with the potential to improve sustainable transport.	Noted. The development strategy proposed in the preferred options report has considered a range of issues including access to sustainable transport opportunities.
Sustainable development and access and sustainable transport services	Support development along transport corridors, including the CAM, densification and Green Belt release on the edge of Cambridge.	Noted. The development strategy proposed in the preferred options report considers access to sustainable transport opportunities. Further information can be found in the strategy topic paper.
Sustainable development and access and sustainable transport services	Support the allocation of small, medium and large sites for development.	Noted. The development strategy proposed in the preferred options report proposes a range of development sites.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Review current settlement boundaries and the settlement hierarchy according to existing and potential sustainability levels.	Noted. The development strategy proposed in the preferred options report considers access to sustainable transport opportunities. Further information can be found in the strategy topic paper.
Sustainable development and access and sustainable transport services	Support mixed use developments with service provision.	Noted. The development strategy proposed in the preferred options report considers access to services and facilities. The new communities proposed have potential to include services and facilities so people can access these locally. Further information can be found in the strategy topic paper.
Sustainable development and access and sustainable transport services	Allocate development along existing and planned transport schemes, including the proposed Cambridge South Rail Station.	Noted. The development strategy proposed in the preferred options report considers access to sustainable transport opportunities. Further information can be found in the strategy topic paper.
Sustainable development and access and sustainable transport services	Assess sites based on their potential to provide transport infrastructure.	Noted. The development strategy proposed in the preferred options report considers access to sustainable transport opportunities. Further information can be found in the strategy topic paper.
Sustainable development and access and sustainable transport services	Encourage businesses near employment areas.	Noted, the strategy proposes developments which would respond to the needs of the economy. Further information can be found in the strategy topic paper.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Support the retention of employment in towns and villages.	Noted. Policy proposals in the jobs theme propose to continue to protect existing employment sites.
Sustainable development and access and sustainable transport services	Ensure new development has access to open space.	Noted, such approaches are proposed in the Green Infrastructure theme in the preferred options report.
Sustainable development and access and sustainable transport services	New development should avoid impacts to the natural environment and should take a partnership approach to delivering strategic enhancements.	Noted, such approaches are proposed in the Green Infrastructure theme in the preferred options report.
Sustainable development and access and sustainable transport services	Consider how sustainable transport can be improved and connected for existing development.	Noted, a range of measures are being explored through the greater Cambridge partnership and through the Local Transport plan.
Sustainable development and access and sustainable transport services	Connect sustainable and public transport.	Noted, a range of measures are being explored through the greater Cambridge partnership and through the Local Transport plan.
Sustainable development and access and sustainable transport services	New development should prioritise sustainable and public transport over cars.	Noted. The development strategy proposed in the preferred options report considers access to sustainable transport opportunities. Further information can be found in the strategy topic paper.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Encourage sustainable transport, including active travel, and reduce car use.	Noted. The development strategy proposed in the preferred options report considers access to sustainable transport opportunities. Further information can be found in the strategy topic paper.
Sustainable development and access and sustainable transport services	Encourage new home-owners to adopt sustainable transport.	Noted. This is the purpose of the travel plans process, referenced in the proposed approach regarding transport in the infrastructure theme.
Sustainable development and access and sustainable transport services	Schools should be accessible by walking or cycling, and car access restricted	Noted, encouraging walking cycling access to schools in new developments would be important, the infrastructure theme proposes approaches to support sustainable travel, and issues are also addressed in the great places theme.
Sustainable development and access and sustainable transport services	Improve traffic light sequencing for pedestrians and cyclists.	Noted. The new Local Plan should seek to encourage the use of active modes of transport. However, the sequencing of lights is beyond the scope of the new Local Plan.
Sustainable development and access and sustainable transport services	Provide affordable sustainable transport options.	Noted. The development strategy proposed in the preferred options report considers access to sustainable transport opportunities. Further information can be found in the strategy topic paper.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Support proposed measures in the Issues and Options Local Plan in relation to sustainable transport.	Noted.
Sustainable development and access and sustainable transport services	Expand and enhance a safe, well-lit walking and cycling network, including in rural areas.	Noted. Connectivity to transport infrastructure is an important issue, considered in the infrastructure theme of the preferred options. The transport policy proposals would seek to support walking and cycling, and create safe connected places.
Sustainable development and access and sustainable transport services	Provide walking and cycling infrastructure with train stations.	Noted. Connectivity to transport infrastructure is an important issue, considered in the infrastructure theme of the preferred options.
Sustainable development and access and sustainable transport services	Ensure walking and cycling surfaces are suitable for a range of bikes and mobility scooters.	Noted. Connectivity to transport infrastructure is an important issue, considered in the infrastructure theme of the preferred options. The transport policy proposals would seek to support walking and cycling, and create safe connected places.
Sustainable development and access and sustainable transport services	Infrastructure for sustainable transport should be separate from roads and highways infrastructure.	Noted. Connectivity to transport infrastructure is an important issue, considered in the infrastructure theme of the preferred options. The transport policy proposals would seek to support walking and cycling, and create safe connected places.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Provide transport hubs.	Noted. The development strategy proposed in the preferred options report considers access to sustainable transport opportunities. Further information can be found in the strategy topic paper.
Sustainable development and access and sustainable transport services	Introduce rickshaws in Cambridge city centre.	Noted, this is beyond the scope of the local plan, although a variety of measures could form part of travel plans associated with individual sites.
Sustainable development and access and sustainable transport services	Ensure suitable, sustainable, regular and affordable alternatives are provided when reducing car access to Addenbrooke's and Rosie Maternity Hospitals.	Noted. Transport assessment and travel plan process will need to consider travel alternatives
Sustainable development and access and sustainable transport services	Provide cycle links at rail stations.	Noted. Connectivity to transport infrastructure is an important issue, considered in the infrastructure theme of the preferred options.
Sustainable development and access and sustainable transport services	Provide unobstructed, smooth surfaced and high visibility cycle routes accessible for people of all abilities.	Noted. Connectivity to transport infrastructure is an important issue, considered in the infrastructure theme of the preferred options. The transport policy proposals would seek to support walking and cycling, and create safe connected places.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Provide walking infrastructure alongside all cycle routes.	Noted. Connectivity to transport infrastructure is an important issue, considered in the infrastructure theme of the preferred options. The transport policy proposals would seek to support walking and cycling, and create safe connected places.
Sustainable development and access and sustainable transport services	Provide electric bike sharing facilities.	Noted, this is beyond the scope of the local plan, although a variety of measures could form part of travel plans associated with individual sites.
Sustainable development and access and sustainable transport services	Ensure a cycle shop or maintenance hub is provided in large-scale new development.	Noted, the proposals regarding cycle parking policy includes requirements for maintenance facilities.
Sustainable development and access and sustainable transport services	Prioritise cycle infrastructure above roads and provide segregated cycle routes.	Noted, the proposed policy approach would seek to create walkable neighbourhoods and healthy towns to encourage active sustainable travel; the policy will ensure priority is given to people over vehicular traffic (with low speeds), to make journeys by walking and cycling more direct and convenient than by car.
Sustainable development and access and sustainable transport services	Train stations, bus stops and new development must provide secure and high quality cycle parking for a range of cycles.	Noted. The infrastructure theme includes proposed policy approaches regarding cycle parking.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Integrate all public spaces, open spaces and development with the cycling network.	Noted. Place making is addressed in the Great Places theme, which includes creating safe connected places.
Sustainable development and access and sustainable transport services	Provide cycle lanes and footpaths from Ashwell and Royston train stations, on Madingley Road.	Noted. The local plan will seek improvements in association with development, but there are wider cycling improvements being explored by Greater Cambridge Partnership, the County Council and the Combined Authority.
Sustainable development and access and sustainable transport services	Support cargo cycles for local deliveries and the provision of cycling logistics depots.	Noted. The jobs theme includes approaches to freight consolidation.
Sustainable development and access and sustainable transport services	All stations should have bike parking, and Blue Badge parking.	Noted. Approaches to parking are proposed in the infrastructure section of the preferred options report.
Sustainable development and access and sustainable transport services	Support green taxis.	Noted, this is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Consider a ferry along the River Cam.	Noted, this is beyond the scope of the local plan.



<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Enforce helmet wearing, high visibility gear and lights.	Noted, this is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Support the electrification of trains.	Noted, this is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Work with North Hertfordshire District to deliver sustainable transport in South Cambridgeshire.	Noted, the Council is engaging with nearby authorities through the duty to cooperate process.
Sustainable development and access and sustainable transport services	Work with Essex County Council to coordinate transport schemes cross-county.	Noted, the Council is engaging with nearby authorities through the duty to cooperate process.
Sustainable development and access and sustainable transport services	Coordinate the GCLP with the Cambridgeshire and Peterborough Transport Plan.	Noted. The Councils are engaging with the Combined Authority, including on transport matters,.
Sustainable development and access and sustainable transport services	The Council should control bus licensing.	Noted, this is beyond the scope of the local plan.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Encourage public transport operators to adopt a single ticket system.	Noted, this is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Make affordable season tickets compulsory.	Noted, this is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Create a zone-based travel system for Cambridge.	Noted, this is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Provide affordable public transport.	Noted, the plan seeks to ensure development has access to sustainable transport, but pricing is beyond the scope of the local plan.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Sustainable development and access and sustainable transport services	Invest in public transport.	Noted. The infrastructure delivery plan which will accompany the local plan will consider transport measures required to support proposed developments. The infrastructure theme also includes policy proposals regard how transport should be considered at the planning application stage, including requiring transport assessments to demonstrate how developments will be accessible and measures to address transport impacts.
Sustainable development and access and sustainable transport services	Consider on-demand public transport.	Noted. The infrastructure delivery plan which will accompany the local plan will consider transport measures required to support proposed developments. The infrastructure theme also includes policy proposals regard how transport should be considered at the planning application stage, including requiring transport assessments to demonstrate how developments will be accessible and measures to address transport impacts.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Sustainable development and access and sustainable transport services	Increase public transport provision.	Noted. The infrastructure delivery plan which will accompany the local plan will consider transport measures required to support proposed developments. The infrastructure theme also includes policy proposals regard how transport should be considered at the planning, including requiring transport assessments to demonstrate how developments will be accessible and measures to address transport impacts.
Sustainable development and access and sustainable transport services	Ensure strategic coordination of public transport.	Noted. The infrastructure delivery plan which will accompany the local plan will consider transport measures required to support proposed developments. The infrastructure theme also includes policy proposals regard how transport should be considered at the planning, including requiring transport assessments to demonstrate how developments will be accessible and measures to address transport impacts.

Overarching theme / topic	Summary of issues raised in comments	How the comments have been taken into account
Sustainable development and access and sustainable transport services	Provide shuttles for villages and estates.	Noted. The infrastructure delivery plan which will accompany the local plan will consider transport measures required to support proposed developments. The infrastructure theme also includes policy proposals regard how transport should be considered at the planning, including requiring transport assessments to demonstrate how developments will be accessible and measures to address transport impacts.
Sustainable development and access and sustainable transport services	Increase bus services, including to employment centres, and in and between villages.	Noted. The infrastructure delivery plan which will accompany the local plan will consider transport measures required to support proposed developments. The infrastructure theme also includes policy proposals regard how transport should be considered at the planning, including requiring transport assessments to demonstrate how developments will be accessible and measures to address transport impacts.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Run buses on the southern section of the busway on Sundays.	Noted. The infrastructure delivery plan which will accompany the local plan will consider transport measures required to support proposed developments. The infrastructure theme also includes policy proposals regard how transport should be considered at the planning, including requiring transport assessments to demonstrate how developments will be accessible and measures to address transport impacts.
Sustainable development and access and sustainable transport services	Improve bus waiting facilities and provide bus route maps.	Noted. The infrastructure delivery plan which will accompany the local plan will consider transport measures required to support proposed developments. The infrastructure theme also includes policy proposals regard how transport should be considered at the planning, including requiring transport assessments to demonstrate how developments will be accessible and measures to address transport impacts.
Sustainable development and access and sustainable transport services	Provide alternative transport for people unable to use public transport.	Noted. Policies proposed seek to create accessible developments.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Increase funding for the Dial a Ride service.	Noted, this is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Design station platforms to minimise the need for ramps.	Noted. Design policies proposed in the preferred options proposed to require developments to be accessible.
Sustainable development and access and sustainable transport services	All forms of public transport should be equipped to transport cycles and mobility aids.	Noted, this is beyond the scope of the local plan, and primarily a matter for the Local Transport Plan.
Sustainable development and access and sustainable transport services	Ensure profitable bus routes subsidise rural routes.	Noted, this is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Bus services should be publicly owned and operated.	Noted, this is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Fund the bus network with revenue from a congestion charge.	Noted, this is beyond the scope of the local plan.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Support the electrification of buses.	Noted, this is primarily a matter for the Local Transport Plan.
Sustainable development and access and sustainable transport services	Provide smaller buses for increased service.	Noted, this is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Improve bus services and affordability outside of the Dayrider zone.	Noted, this is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Revert the Citi 2 route back to the previous service and create a new bus route on Coldhams Lane to Cherry Hinton and Teversham.	Noted, this is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Make park and ride buses cheap or free.	Noted, this is beyond the scope of the local plan.



<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Provide stations, and park and ride stations at “Milton & Horningsea”, Sawston, Hinxton, Littlebury, Harston, Little Shelford, off the A1123 near Stretham, Cherry Hinton, Fulbourn, Six Mile Bottom, Caldecote, Hardwick, Colton and West Cambridge for the University.	Noted. The Greater Cambridge Partnership are exploring transport improvements in this area. The LocalPlan will consider what infrastructure is needed to support the developments it includes, and will be informed by evidence exploring transport impacts and opportunities.
Sustainable development and access and sustainable transport services	Improve the park and ride at Trumpington.	Noted. The Greater Cambridge Partnership are exploring transport improvements in this area.
Sustainable development and access and sustainable transport services	Provide more bus lanes.	Noted. The Greater Cambridge Partnership are exploring transport improvements in this area. The LocalPlan will consider what infrastructure is needed to support the developments it includes, and will be informed by evidence exploring transport impacts and opportunities.
Sustainable development and access and sustainable transport services	Ensure rail lines are providing maximum commuter capacity, including Cambridge Station and Ely are junctions.	Noted, development of this scheme is beyond the scope of the local plan, and primarily a matter for the Local Transport Plan.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Ensure all rail lines passing through Cambridge have access to Cambridge Biomedical Campus via Cambridge South Station.	Noted, development of this scheme is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Provide an Eastern entrance at Cambridge Railway Station.	Noted, development of this scheme is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Incorporate the decision on the EWR Central Section route into the production of the new Local Plan. The local plan should influence the selection of the route. The selected route does not maximise the opportunity for modal shift.	Noted. The selection of the route is being considered through a separate regulatory process, and is outside the scope of the local plan. The Councils have responded to the EWR consultations. The proposals in the Local plan strategy section seek to respond to the opportunities EWR will provide.
Sustainable development and access and sustainable transport services	Support East West Rail.	Noted, development of this scheme is beyond the scope of the local plan.
Sustainable development and access and sustainable transport services	Support very light rail.	Noted, development of this scheme is beyond the scope of the local plan, and primarily a matter for the Local Transport Plan.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Support the CAM.	Noted, development of this scheme is beyond the scope of the local plan, and primarily a matter for the Local Transport Plan.
Sustainable development and access and sustainable transport services	Consider 'smart' parking.	Noted, this is beyond the scope of the local plan, and primarily a matter for the Local Transport Plan.
Sustainable development and access and sustainable transport services	Driveways should not open directly onto roads.	Noted. Appropriate visibility splays are required as part of the development management process
Sustainable development and access and sustainable transport services	Convert on-street parking for tree planting.	Noted. The preferred options Green Infrastructure theme include policies regarding trees.
Sustainable development and access and sustainable transport services	Oppose road expansion or dualling schemes.	Noted. The proposed development strategy approach has focused primarily on opportunities where cycling walking and public transport opportunities can be enhanced.
Sustainable development and access and sustainable transport services	Highway junctions near new development should be small.	Noted Junctions will be designed in accordance with highways technical requirements.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Improve crossings at major roads including the A14 and A1.	Noted. This is largely outside the scope of the plan unless improvements are needed as a result of developments proposed.
Sustainable development and access and sustainable transport services	Consider priority bus lanes alongside road improvements.	Noted. This is largely outside the scope of the plan unless improvements are needed as a result of developments proposed. These will be explored through the transport evidence and infrastructure delivery plan.
Sustainable development and access and sustainable transport services	Improve road surfaces on Newmarket Road, Coldham's Lane and Barnwell Road, and provide cycling infrastructure.	Noted. This is largely outside the scope of the plan unless improvements are needed as a result of developments proposed. These will be explored through the transport evidence and infrastructure delivery plan.
Sustainable development and access and sustainable transport services	The Council should subsidise road improvements.	Noted. This is outside the scope of the local plan.
Sustainable development and access and sustainable transport services	Do not support the Oxford Cambridge Expressway.	Noted. This is outside the scope of the local plan.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Repair potholes.	Noted. This is outside the scope of the local plan.
Sustainable development and access and sustainable transport services	Reject planning applications which do not reduce car use and do not promote sustainable transport modes, and the Transport Assessment does not propose a reduction in car use.	The proposed policy approach regarding sustainable travel and connectivity in the infrastructure theme addresses these issues.
Sustainable development and access and sustainable transport services	New development should be car free.	Noted. Car free low or levels of parking may be appropriate in certain circumstances, where travel alternatives are available. Approaches to parking are included in the infrastructure theme.
Sustainable development and access and sustainable transport services	Pedestrianise Cambridge city centre.	Noted. This is outside the scope of the local plan.
Sustainable development and access and sustainable transport services	Set a congestion charge for cars in Cambridge and penalise parking.	Noted. This is outside the scope of the local plan.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Create a weekly allowance of driving days.	Noted. This is outside the scope of the local plan.
Sustainable development and access and sustainable transport services	Enforce speed limits.	Noted. This is outside the scope of the local plan.
Sustainable development and access and sustainable transport services	Introduce one way road systems and reallocate the space to cycle paths.	Noted. This is outside the scope of the local plan, and is primarily a matter for the local transport plan.
Sustainable development and access and sustainable transport services	Restrict delivery vehicle access.	Noted. This is outside the scope of the local plan, and an issue for the Local Transport Plan.
Sustainable development and access and sustainable transport services	Support car sharing, provide car sharing spaces in new development.	Noted. Proposals in the infrastructure theme require the submission of travel plans to support large scale development proposals. Supporting car sharing is often part of these plans.
Sustainable development and access and sustainable transport services	Hold a competition to design a car sharing app and payment systems.	Noted. This is outside the scope of the local plan.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Provide electric vehicle charging infrastructure.	Noted. Approaches are proposed in the infrastructure theme.
Sustainable development and access and sustainable transport services	Ensure transport options are in place prior to or at occupation of new development.	Noted. An infrastructure delivery plan will be prepared to accompany the local plan, to identify the infrastructure required, when it is needed, and how it is to be funded.
Sustainable development and access and sustainable transport services	Infrastructure should support new development.	Noted. An infrastructure delivery plan will be prepared to accompany the local plan, to identify the infrastructure required, when it is needed, and how it is to be funded.
Sustainable development and access and sustainable transport services	Support the retention of employment in towns and villages.	Noted. Policy proposals in the jobs theme propose to continue to protect existing employment sites.
Sustainable development and access and sustainable transport services	Make reference to the Cambridgeshire CC and Peterborough CC emerging Minerals and Waste Local Plan.	Noted. When adopted this plan will form part of the development plan for the area.
Sustainable development and access and sustainable transport services	Require a 'carbon audit' from all planning proposals.	Noted. Proposals in the Climate Change theme set out a range of measures to consider the carbon impacts of developments.

<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Infrastructure should contribute to reaching net zero.	Noted. The availability of sustainable transport infrastructure will reduce the need for car trips. The development of the major transport schemes is outside the scope of the plan.
Sustainable development and access and sustainable transport services	Transport policies should be flexible for technological enhancements and innovation.	Noted. It is considered that the policy approaches proposed are sufficiently flexible to adjust to innovations in transport.
Sustainable development and access and sustainable transport services	Require occupier led Travel Plans for all new development.	Noted. Proposals in the infrastructure theme require the submission of travel plans to support large scale development proposals.
Sustainable development and access and sustainable transport services	Invest in skateboarding facilities.	Noted. The draft plan will be informed by evidence regarding sport and open space facilities, which will feed into the infrastructure delivery plan.
Sustainable development and access and sustainable transport services	Work with climate-focused developers.	Noted. The Councils have no control over the ownership and management of private land proposed for allocation in the new Local Plan. Beyond the scope of the Local Plan.
Sustainable development and access and sustainable transport services	Use the Annual Travel to Work Surveys to inform transport policies in the new Local Plan.	Noted. The local plan is being informed by a range of evidence, including a transport study.



<b>Overarching theme / topic</b>	<b>Summary of issues raised in comments</b>	<b>How the comments have been taken into account</b>
Sustainable development and access and sustainable transport services	Use Camcycle's 'Making Space for Cycling' guide.	Noted. The guide presents detailed information on designs of cycling infrastructure. The preferred options report proposes broad approaches to design at this stage, but further design guidance or codes will be produced or updated.
Sustainable development and access and sustainable transport services	Produce robust evidence on public transport provision.	Noted. The local plan is being informed by a range of evidence, including a transport study.
Sustainable development and access and sustainable transport services	Consider transport mode shifts between public transport and homes.	Noted, the infrastructure theme proposes approaches to support sustainable travel, and issues are also addressed in the great places theme.
Sustainable development and access and sustainable transport services	Consider the variety of working patterns and people's public transport needs.	Noted. The proposed options proposes to make places which are well connected. The details of how transport schemes are run is a matter for the local transport plan and transport providers.

Q38 What do you think the priorities are for new infrastructure?

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Provision of sustainable transport infrastructure	The delivery of a high-quality public transport system, complemented by extensive new and improved foot and cycleways, and that connects a large proportion of the Greater Cambridge population with key employment, leisure and retail hubs, would seem to be one of the priority areas for infrastructure provision	Noted: Proposed infrastructure will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision. The Local Plan will also be informed by a transport study, which considers the impact of development options and the transport infrastructure required to enable sustainable travel.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Provision of sustainable transport infrastructure	Travel hubs located at existing transport nodes	Noted: Proposed infrastructure will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision. The Local Plan will also be informed by a transport study, which considers the impact of development options and the transport infrastructure required to enable sustainable travel.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Provision of sustainable transport infrastructure	<p>Promote a reduced reliance on cars and promotion of active and sustainable travel. Related initiatives include:</p> <p>Cambridge South West Travel Hub;</p> <p>Trumpington Park and Ride;</p> <p>EWR Central Section;</p> <p>East-west Rail;</p> <p>Cambridge South Railway Station;</p> <p>Cambridge Autonomous Metro (CAM);</p> <p>Smarter travel initiatives;</p> <p>Cambridge South East Transport corridor;</p> <p>The aims of the City Access Better Public Transport Programme;</p> <p>Comberton Greenway;</p> <p>Rail stations at Cambourne and Northstowe.</p>	<p>Noted: Proposed infrastructure will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision. The Local Plan will also be informed by a transport study, which considers the impact of development options and the transport infrastructure required to enable sustainable travel.</p>
Provision of sustainable transport infrastructure	<p>The installation of a new station at Cambridge South (adjacent to the Addenbrooke campus) is of paramount importance.</p>	<p>Noted, the Cambridge south station is currently going through its regulatory process.</p>
Provision of sustainable transport infrastructure	<p>More effective bus-rail interchange at all stations.</p>	<p>Noted, this may primarily be an issue for the local transport plan, but the local plan will seek to support sustainable travel.</p>

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Provision of sustainable transport infrastructure	Integrated development of East-West Rail following the CambsBed RailRoad northern route into the City, coupled with re-opening of the Colne Valley line to Sudbury, providing a third rail route to London. This line should be equipped with modern signalling and passing tracks at Cambourne and St Neots/Tempsford station, this allowing Metro services to share the tracks and operate around the City, Northstowe and Cambourne/Bourne.	Noted, East West rail and its proposed station at Cambourne has been taken account in the development strategy proposed by the First Proposals report.
Provision of sustainable transport infrastructure	Walking and wheelchair routes, separate from cycle infrastructure	Noted, a range of policies in the First Proposals seek to ensure that development are accessible.
Provision of sustainable transport infrastructure	Safe, convenient, and high-quality cycle routes everywhere	Noted, policy proposals in the infrastructure theme seek to ensure sustainable transport opportunities are included in developments.
Provision of sustainable transport infrastructure	Support the electrification of transport modes.	Noted: Transport and climate change adaptation and mitigation related policies will seek to support the provision of infrastructure which enables the electrification of transport modes.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Provision of sustainable transport infrastructure	Active travel corridors within and beyond developments should take priority over other forms of unsustainable transport	Noted: Infrastructure priorities will be considered in the new Local Plan based on the links to the strategic aims and objectives of the Plan and the importance of the infrastructure to the delivery of the growth strategy in the Plan.
Provision of sustainable transport infrastructure	Promotion of non-car and active modes of travel and delivering a highly connected, and accessible development by walking, cycling and public transport.	See response above
Transport	A bypass at Foxton level crossing should be a priority infrastructure project in order to promote future growth along the A10 corridor, to improve air quality, reduce congestion and improve safety of road and pedestrian users.	Proposed infrastructure need will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Transport	Transport infrastructure is crucial to developing a sustainable development strategy and it is important that the extensive transport improvements being planned to connect Cambridge with the wider sub-region are delivered in the early part of the Plan period to support sustainable growth.	Noted: Proposed infrastructure will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision. The Local Plan will also be informed by a transport study, which considers the impact of development options and the transport infrastructure required to enable sustainable travel.
Transport	Works at Junction 11 of the M11 to install a travel hub (including extending and improving the existing park and ride services and access and egress routes)	Noted, this is primarily a matter for the local transport plan.
Transport	Bring forward an A428 (Oxford to Cambridge) expressway	Noted, this is primarily a matter for the local transport plan.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Transport	Develop the A10 both to the north and the south of the city. The potential for dual carriageway, along with junction improvements.	Noted, this is primarily a matter for the local transport plan.
Transport	Additional parking at Ashwell and Morden Station	Noted, this is primarily a matter for the local transport plan.
Transport	An outer ring road, exclusively for electric vehicles, around Cambridge linking the stations, rural centre villages and major places of employment.	Noted, this is primarily a matter for the local transport plan.
Transport	No more roads	The objection to the provision of additional road infrastructure is noted.
Transport	The focus should be on major routes in the area including the A505 and the M11.	Noted: Infrastructure priorities will be considered in the new Local Plan based on the links to the strategic aims and objectives of the Plan and the importance of the infrastructure to the delivery of the growth strategy in the Plan.
Transport	Reducing roads open to all vehicles in Cambridge City Centre and reducing the amount of delivery vehicles in the centre.	Noted: Sustainable modes of travel along with car free areas will be considered as part of planning for new neighbourhoods.



<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Utilities infrastructure	Reinforced electricity infrastructure, utilising, renewable generation, smart management, energy storage, virtual trading and 5G; Support water and wastewater infrastructure improvements; Investment in local renewable energy production	Noted: Proposed infrastructure will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
Broadband and telecommunications infrastructure	Upgrade to 5G connectivity.	Noted, the infrastructure theme proposes policy approaches regarding digital connectivity.
Flooding and water management	Require rainwater attenuation to greenfield levels and rainwater harvesting for reuse.	Noted: Flood management, climate change adaptation and mitigation, and design related policies in the First Proposals will encourage rainwater attenuation and harvesting in new development proposals.
Waste management	Produce a resource and waste management strategy and support initiatives that enable a circular economy to resource use.	Noted: The production of a waste management strategy as part of the Local Plan evidence base will be considered.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Waste management	Improved waste management which creates good quality compost	Noted, although beyond the scope of the plan.
Education	Additional education infrastructure to support growth in the area.	Proposed infrastructure will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
Libraries	Additional and improved library facilities	Proposed infrastructure will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Arts / cultural	Concert hall near Cambridge North Station	Proposed infrastructure will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
Arts / cultural	Medium scale arts centre	Proposed infrastructure will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Social infrastructure	Social infrastructure to promote wellbeing and social inclusion, particularly to support people working from home.	Proposed infrastructure will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
Infrastructure general	Health, schools, sixth form centres, wrap around child care, pre-schools, libraries, pubs, community centres, spaces for churches (all religions), public transport.	Proposed infrastructure will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.

Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
Infrastructure general	Provision of services and facilities alongside new development	Proposed infrastructure will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
Cross boundary infrastructure	Consider sustainable transport and early years and childcare infrastructure links with Essex.	Noted: Strategic and cross boundary infrastructure requirements will be considered through Duty to Cooperate discussions with neighbouring authorities.
Cross boundary infrastructure	Cross boundary infrastructure and network projects, including the A14 junctions 37 and 38, re-doubling the Cambridge to Newmarket rail line in order to provide half-hourly passenger rail services, and bringing the Cambridgeshire Autonomous Metro scheme to Haverhill and Mildenhall.	Noted: Strategic and cross boundary infrastructure requirements will be considered through Duty to Cooperate discussions with neighbouring authorities.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Site specific infrastructure	Proposed development at Papworth Everard Village would require the following infrastructure priorities: Community infrastructure – nursery, education contributions, healthcare improvements; Transport connections – active transport routes, links to surrounding areas: Housing needs – affordable housing	The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
Site specific infrastructure	Fulbourn Greenway would help to deliver sustainable development by offering sustainable transport connections.	The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
Evidence base	Infrastructure priorities should be determined through the evidence base	Noted: The Infrastructure Delivery Plan will identify infrastructure requirements to support growth in the area.
Evidence base	The Local Plan should also take account of the plans produced by water and sewerage companies to inform our business plans and the regional plan being led by Water Resources East	Noted: The Infrastructure Delivery Plan will be informed by plans produced by infrastructure providers.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
Green infrastructure	Maintaining biodiverse green spaces.	Noted: Green infrastructure and biodiversity policies proposed for the new Local Plan will seek to protect and where possible enhance green spaces throughout the area.
Climate change and the environment	Infrastructure should contribute towards net zero carbon and doubling nature targets.	The approach to infrastructure provision will be linked to the strategic aims and objectives of the new Local Plan.
Sustainable energy generation	Support for the development of heat networks	Noted: The new Local Plan will seek to support new sustainable approaches to energy generation.
Sustainable energy generation	Work with natural gas providers to consider pilot scheme for mixing natural gas with 20% hydrogen generated from excess wind power	Noted: The new Local Plan will seek to support new sustainable approaches to energy generation.

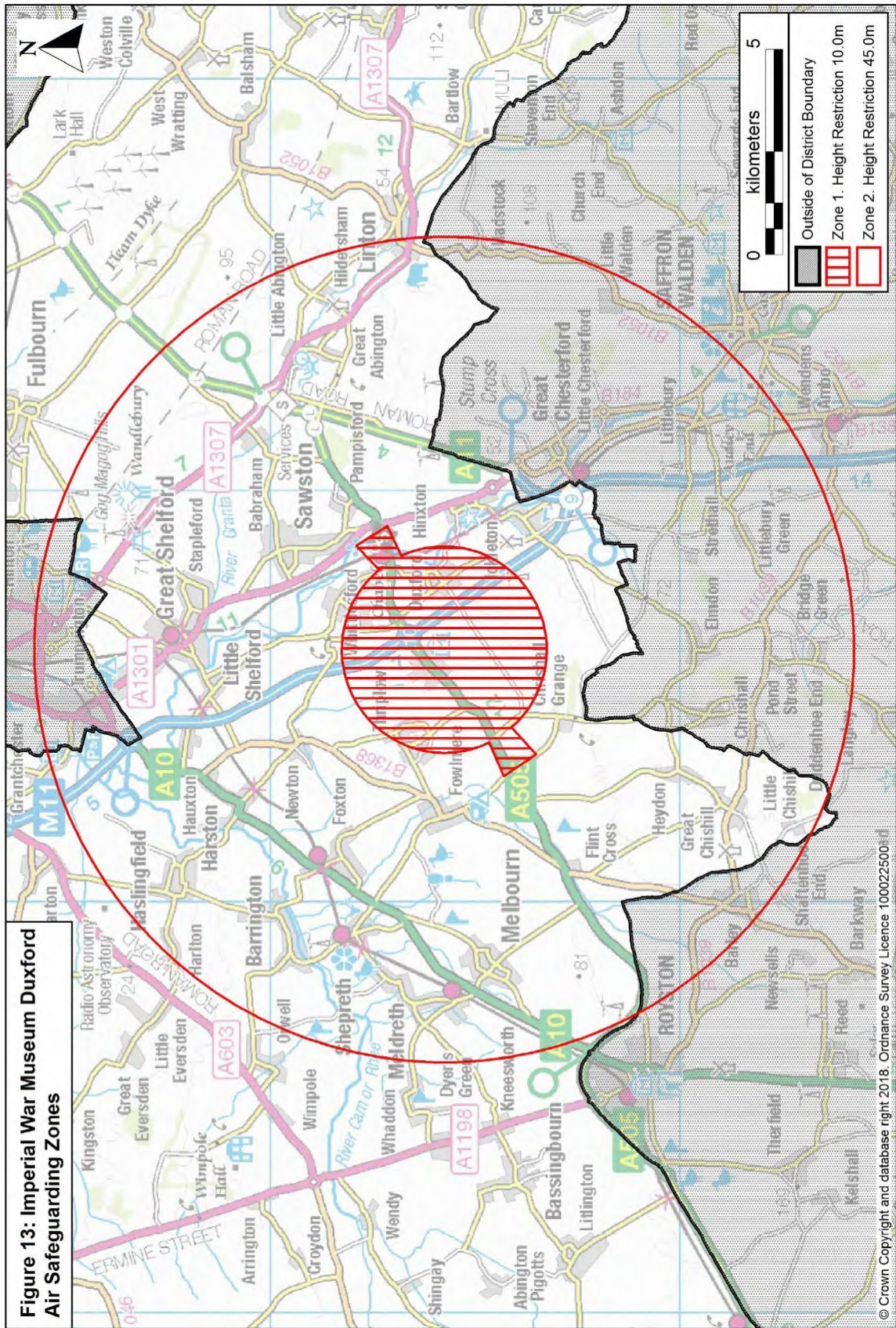
Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
General policy recommendations	The level of infrastructure required should be commensurate to the proposed level of growth	Noted: Proposed infrastructure items will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
General policy recommendations	Infrastructure requirements should be prioritised in accordance with proposed future growth plans	Noted: Proposed infrastructure items will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.



Overarching theme / topic	Summary of issues to be considered for drafting the PO LP	How the comments have been taken into account
General policy recommendations	The scale of investment required is a significant challenge for the Cambridge local authorities and the Local Plan should identify how demand will be managed.	Noted: Proposed infrastructure items will be considered through the production of the Infrastructure Delivery Plan. The identification of strategic site allocations for the new Local Plan will include an assessment of the individual and cumulative impacts of all allocations on existing infrastructure, and consider the need for new and improved infrastructure provision.
General policy recommendations	Catch up on existing infrastructure deficits. Infrastructure should be in place first, in advance of housing development	CIL Regulation 122 ensures that infrastructure contributions required from new developments will be directly related to that site, and cannot therefore address existing infrastructure deficits in the area. To address existing deficits, alternative funding sources will be required. The Infrastructure Delivery Plan will seek to identify how existing infrastructure needs in the area can be addressed.

<b>Overarching theme / topic</b>	<b>Summary of issues to be considered for drafting the PO LP</b>	<b>How the comments have been taken into account</b>
General policy recommendations	Catch up on existing infrastructure deficits. Infrastructure should be in place first, in advance of housing development	Where possible, the Infrastructure Delivery Plan will seek opportunities to forward fund infrastructure provision. Where infrastructure provision is not essential in advance of new development taking place, it is sensible for infrastructure provision to take place alongside the delivery of new development proposals.
Miscellaneous	Building to passive house standards with each home generating renewable energy through solar panels.	Noted. Climate change adaptation and mitigation and design related policies proposed will encourage the provision of high environmental standards in new development.
Miscellaneous	Objection to development in the Green Belt, in order to preserve Nine Wells and Hobson's Brook	Noted, The objection to development in the Green Belt will be considered by the Council when determining the growth strategy for the new Local Plan.
Miscellaneous	Support for the increased delivery of affordable housing.	Noted: delivery of affordable housing is considered in the housing theme of the First Proposals

## **Appendix 2: Imperial War Museum Duxford Safeguarding Zone**



## **Appendix 3: Cambridge Airport Safeguarding Zone**



**Figure 4.5: Cambridge Airport Air Safeguarding Zones**

