

Cambridge City Council

Planning and Transport Scrutiny Committee

Date: Tuesday, 28 June 2022

Time: 5.30 pm

Venue: Council Chamber, The Guildhall, Market Square, Cambridge, CB2 3QJ

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Agenda

- 1 Apologies for Absence
- 2 Declarations of Interest
- 3 Minutes (Pages 5 - 38)
- 4 Public Questions

Decisions for the Executive Councillor for Planning Policy and Infrastructure

- 5 Interim Approach to Biodiversity Net Gain (Pages 39 - 52)
- 6 Greater Cambridge Local Development Scheme and Greater Cambridge Local Plan First Proposals representations (Pages 53 - 204)
- 7 Cambridgeshire and Peterborough Local Transport and Connectivity Plan: draft plan consultation response (Pages 205 - 234)
- 8 Neighbouring Local Plan consultation responses (Pages 235 - 248)
- 9 To Note Record of Urgent Decision Taken by the Executive Councillor for Planning Policy and Infrastructure
- 10 ***ROD Emerging Water Resources Regional Plan Consultation Response (Pages 249 - 252)
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- 12 ***ROD: Greater Cambridge Housing Trajectory and Five-Year Housing Land Supply (Pages 255 - 256)

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| 13 | ***ROD Cambridge Waste Water Treatment Plant Relocation (CWWTPR) Phase 3 Consultation | (Pages 257 - 260) |
| 14 | ***ROD Greater Cambridge Brownfield Register 2021 | (Pages 261 - 262) |

Planning and Transport Scrutiny Committee Members: S. Smith (Chair), D. Baigent (Vice-Chair), Bick, S. Davies, Herbert, Porrer, Scutt, Smart and Swift

Alternates: Copley, Gawthrope Wood, Lee, Page-Croft and Pounds

Executive Councillors: Thornburrow (Executive Councillor for Planning and Infrastructure)

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PLANNING AND TRANSPORT SCRUTINY COMMITTEE

11 January 2022

5.30 - 8.00 pm

Present: Councillors D. Baigent (Chair), S. Smith (Vice-Chair), Bick, S. Davies, Gawthrope Wood, Pounds, Sargeant and Scutt

Executive Councillor for Planning Policy and Transport: Councillor Thornburrow.

Officers:

Joint Director of Planning and Economic Development: Stephen Kelly

Head of Human Resources: Deborah Simpson

Corporate Business & Executive Support Manager: Sharon Line

Natural Environment Team Leader: John Cornell

Nature Conservation Projects Officer: Guy Belcher

Principal Planning Officer: Stuart Morris

Jenny Nuttycombe: Principal Planning Policy Officer

Mark Deas: Senior Policy Planner

Principal Planning Policy Officer: Terry De Sousa

Strategic Planning Consultant: Matt Patterson

Committee Manager: Claire Tunnicliffe

FOR THE INFORMATION OF THE COUNCIL

22/1/PnT Apologies for Absence

Apologies were received from Councillors Bond and Page-Croft. Councillor Porrer attended as a substitute.

22/2/PnT Declarations of Interest

No declarations of interest were made.

22/3/PnT Minutes

In response to minute item 21/41PnT, The Joint Director of Planning and Economic Development confirmed that Anthony Browne MP and Daniel Zeichner MP had been contacted to request they support the Environmental Principles concerning creating a vision for the Oxford-Cambridge Arc, a response to consultation and OxCam ARC Environmental Principle

Both Councillor Scutt and Councillor Smart had been omitted from the attendance list of those Councillor present at the previous meeting.

Committee Manager's Note: The minutes have been rectified are the attendance list is now correct.

[Choose agenda document pack - Planning and Transport Scrutiny Committee 11 January 2022 - Cambridge Council](#)

The minutes of the meeting held on 28 September 2021 were approved as a correct record and signed by the Chair.

22/4/PnT Public Questions

Members of the public asked the following questions or statements as set out below.

Q1)

The following letter had been submitted for the Committee's attention which had also been sent to South Cambridgeshire District Council Scrutiny Committee (16 December meeting)

- i. Writing on behalf of Save Honey Hill (SHH), a community group formed to challenge the proposed relocation of the fully functioning Cambridge Wastewater Treatment Plant (WWTP).
- ii. Officer's recommendation to SCDC Cabinet in relation to the proposed submission Area Action Plan (AAP) set in paragraph 6 of the covering report, is to, in summary 'agree (the AAP, all supporting documents and evidence) for future public consultation, contingent on the sperate Development Control Order (DCO) being undertaken by Anglia Water (AW) for the relocation of the WWTP being approved'. Despite deferring any public consultation until the DCO application has ben determined, which may not be until 2023 or 2024, the Committees are also recommended that any subsequent alterations to the AAP are delegated to individual members and officers and are not be reconsidered by any Committees of the two Councils before consultation and submission. This is considered to be at odds with the democratic process.
- iii. The proposed submission (Regulation 19) stage of a Local Plan is an important milestone and the Councils have to be satisfied, as set out in paragraph 12 and 13 of the cover report, that the APP they are agreeing to is 'sound and capable of being submitted for independent examination'.
- iv. The recommendations in paragraph 6 are extra-ordinary and do not accord with good Local Plan practice. It is premature to agree the submission AAP at this time. It sets out radical and contentious

proposals for high density development on a site on the edge of Cambridge, while also being entirely contingent on the separate approval of the DCO for relocation of the WWTP.

- v. Officers have provided no clear arguments as to why the proposed submission AAP needs to be agreed. At this point, in the proposed submission AAP also appears to be being rushed through, following very limited examination by the purely advisor Joint Local Plan Advisory Group (JLPAG) meeting on 30 November 2021.
- vi. The Committee should set aside the Officer's recommendation and follow the third option set in paragraph 45 which is to 'not agree the Plan and supporting documents' and defer consideration of the content of any proposed submission AAP until such time as the outcome of AW's DCO is known. This would also, crucially give more time for the changes in housing and employment behaviour, which are happening as a result of the COVID pandemic, to become clearly established and allow further considered thought to be given to the more radical aspects of the AAP and allow proper account to be taken of the wider strategic proposals in the emerging Greater Cambridge Local Plan.
- vii. There are other important considerations, which support deferral of the AAP. These include:
 - The AAP is, in effect, seeking the release of a large area of Green Belt land to enable a large amount of housing development, entirely outside the formal Local Plan process. No attempt is being made by the Councils in the Plan to justify that land release as meeting the policy trusts for development in the Green Belt set out in the National Policy Planning Framework (NPPF). Arguably, this failure alone makes the APP 'unsound'.
 - The relocation of the WWTP to a prominent Green Belt site is an unavoidable consequence of the AAP, as it stands, but this has not been properly considered in the sustainability appraisal of the AAP. It is not a scheme to be considered 'cumulatively' with either the AAP or the GCLP policies but should be considered as a core part of these plans. As it stands, the sustainability appraisal of the APP ignores the significant environmental impacts of the relocation of the WWTP. Without this proper assessment the Sustainability Appraisal (SA) is deficient, and the APP may be considered 'unsound'.
 - The Councils, despite repeated requests, have never published the 'exploration of the viability and feasibility of redevelopment of the Cambridge WRC, either elsewhere or on the current site' that was promised as 'part of feasibility investigations in drawing up the AAP' in paragraph 3.35 of the adopted Cambridge Local Plan. This

should be a crucial part of the supporting documents and evidence for the AAP and does not appear to exist in publishable form. Without these feasibility studies, the evidence base for the AAP is incomplete.

- The AAP cannot, at this stage, be given any weight or be adopted for development management purposes. Agreeing the proposed submission version now will create continuing uncertainty for key landowners and potential developers within the APP area.
- viii. For these reasons, SHH called upon both Committees to defer and not agree the proposed submission AAP.

The Executive Councillor responded with the following:

- i. The DCO process was an entirely separate statutory planning process from the plan-making process, which was being undertaken for the AAP, as such it would be determined under different planning legislation. It was therefore not a project or proposal within the scope of the emerging Greater Cambridge Local Plan (GCLP).
- ii. Both plans were being prepared on the basis the WWTP would be relocated, but this was not a requirement of either Plan.
- iii. As part of the DCO application to move the plant, the applicant would need to respond to NPPF requirements, including as necessary to demonstrate very special circumstances for development within the greenbelt for the new plant.
- iv. It was not for the AAP to demonstrate very special circumstances as the AAP area did not fall within the Green Belt and therefore not relevant to the soundness of the AAP.
- v. The AAP was predicated on the relocation of the WWTP through the separate DCO process. If the DCO process was successful, the Plan would seek to maximise the opportunity provided by the relocation of the WWTP. It is the proper and legally sound approach for the SA of the AAP to consider the WWTP as a separate project under the cumulative effects section of the SA and therefore the SA is not deficient in this regard and the AAP is not unsound on this basis.

Q2)

- i. Every day across the city of Cambridge, vulnerable road users mix with motor traffic on roads that have a speed limit of 30mph. However, best practice on such roads is to have a 20mph speed limit: a 20mph default speed limit is recommended on urban roads by the United Nations, the World Health Organization and Public Health England.
- ii. A default 20mph limit:

- reduces stopping distance by 50%, that is three car lengths instead of six car lengths; - prevents around 20% of casualties;
 - Halves traffic noise.
 - Encourages active travel.
 - Creates more liveable neighbourhoods.
 - Reduces pollution.
 - Is fairer.
- iii. The costs of implementing default 20mph speed limits were returned within months with fewer casualties.
- iv. 28 million people in the UK live in places committed to normalising 20mph. Many cities were moving towards 20mph speed limits as normal. Wales would have a default 20mph speed limit by 2023.
- v. A growing number of Cambridgeshire parish and town councils were voting to encourage 20mph as standard.
- vi. Would Cambridge City Council now prioritise the lives of vulnerable road users and vote to adopt 20mph speed limits for the whole city?

In response the Executive Councillor said the following:

- i. Cambridge City Council welcomed lower speed limits where appropriate. Between 2012 and 2016 had led the introduction of 20mph controls in most residential and shopping streets across Cambridge.
- ii. The City Council were not the highway authority responsible for local roads across the city, but to achieve this had worked in close partnership with Cambridgeshire County Council, and Cambridgeshire Police. The scheme was designed to be as 'self-enforcing' as it could be, with the speed limit on each street best reflecting its character, and usage.
- iii. The Council undertook extensive traffic speed monitoring work, consulted widely across the city with all residents, known stakeholders and representative organisations, and made recommendations to the County Council on changes following detailed consideration of the findings by the four Area Committees, Environment Scrutiny Committee and (then) Executive Councillor for Planning, Policy & Transport.
- iv. Whilst there was overall support for the changes they were not without opposition, and the Council needed to ensure that decisions taken were consistent with national and local guidance and the policies of key partners, and were supported by a strong evidence base.
- v. Some five or more years on believed the Council to be successful in their objectives, both in reducing traffic speeds but also in influencing culture and expectation. Whilst there were still busy main roads subject to higher maximum speed controls, we were able to introduce 20mph across more than 85% of the city's road network and this lower level now felt much more like the accepted 'norm' than previously.

- vi. The Greater Cambridge Partnership (GCP), the delivery agency for Government's City Deal award for Cambridge, have been consulting with the public on plans to radically transform access to and within the city, with the objective of further driving forward the sustainable and active travel agenda. This work is expected to include a review of road hierarchy and classification, with the potential to consider further reductions in traffic speed controls. The City Council is contributing eagerly to this work and will be encouraging both the GCP and the County Council to set speed limits consistent with these objectives and the city's needs, both now and those expected in the future.
- vii. Welcomed the public speakers continued efforts which the Council would endeavour to support wherever practicable.

Q3)

- i. The Proposed Submission North East Cambridge Area Action Plan (NECAAP) Regulation 19. November 2021 states:

“In May 2019, the UK government declared a climate emergency, and set a target for carbon emissions in the UK to reduce to net zero by 2050. Both Cambridge City and South Cambridgeshire District Councils also declared a climate emergency in 2019. The City Council's Climate Change Strategy 2021-26 shares a vision for Cambridge to be net zero carbon by 2030 and sets out six key objectives which include reducing emissions from its own buildings and vehicles, homes and buildings and transport, reducing consumption of resources, promoting sustainable food and supporting adaptation to the impacts of climate change. Achieving net zero carbon requires us to rethink all aspects of planning and placemaking; not just how buildings are designed and constructed, but also siting development where it will be well served by public transport, cycling and walking as well as renewable and low carbon energy. Addressing the climate emergency was not just about carbon, it involved the sustainable use of all resources, and water is a local concern. Biodiversity is also a high priority, both at national and local levels. The NECAAP therefore sets ambitious targets for net zero carbon buildings and driving placemaking and development to be a, low impact, biodiverse exemplar. This section sets out the policies that will ensure it has positive impacts on the environment, and is resilient and adaptable to the changing climate over its lifetime.”

It also states:

“Residential developments of 150 homes or more and non-residential development of 1,000m² or more should calculate whole life carbon

emissions through a nationally recognised Whole Life Carbon Assessment and demonstrate actions to reduce lifecycle carbon emissions and prioritise materials with low embodied carbon where practicable (for example engineered timber).”

Finally:

“Development at North East Cambridge (NEC) will take place over 25 years, and as such will take place alongside the UK’s transition to a net zero carbon society by 2050, in line with the requirements of the Climate Change Act 2008”.

- ii. Why was the embodied carbon in the current wastewater treatment works, which were proposed for demolition and then reconstruction elsewhere, not part of this carbon calculation?
- iii. The whole project was dependent on AW relocating the WWTP (some residents will know this as the “sewage works”). There was no operational need for the relocation, as admitted by AW and subsequently reported in the Cambridge Independent: *“The new plant is not an operational necessity for the water company, but is required to enable the development of NEC, which represents prime residential and commercial space.”*¹
- iv. The waste water treatment works (or sewage works) is currently fit for purpose, and will continue to be, the whole purpose of the proposed relocation is to create a space for new development housing, and thus the two proposals are intrinsically linked. To assess the climate impact of this proposed development requires assessment of the entire impact of the project.
- v. Stating that “NECAAP was predicated on the relocation of the Waste Water Treatment Plant (WWTP) having taken place²” is not good enough - I put it to the committee that to omit this major source of omissions comes across as a clear case of “creative” carbon accounting and we judge it as overt greenwash.
- vi. Why does the City Council not speak out against a project that requires the completely unnecessary destruction, relocation and rebuilding of the waste water treatment works, thus creating a brownfield site by

1. ¹ <https://www.cambridgeindependent.co.uk/news/anglian-water-selects-its-proposed-site-for-new-waste-water-treatment-plant-serving-cambridge-region-9154532/#:~:text=Anglian%20Water%20has%20announced%20the,plant%20serving%20the%20Cambridge%20area.&text=The%20new%20plant%20is%20not,prime%20residential%20and%20commercial%20space.>

2. ² <https://democracy.cambridge.gov.uk/documents/s57251/Written%20Question%20supplementary%20response.pdf>

- displacing the facility into a greenfield site (notably in the Green Belt) in the context of a declared climate emergency?
- vii. Referring to this (the relocation of the wastewater treatment works) as the responsibility of AW is not good enough, the City Council must take responsibility for continuing to plan a project dependent on this wastage of perfectly good infrastructure.
 - viii. The City Council had made a climate emergency declaration that it would achieve net zero carbon by 2030 from specified sources of emissions, and shared “a vision for Cambridge to be net zero carbon by 2030, subject to Government, industry and regulators implementing the necessary changes to enable the city and the rest of the UK to achieve this³”
 - ix. The implementation of the NECAAP would take place well after the deadline for the Council’s net zero vision for the city and that, to be consistent with this net-zero vision.
 - x. Encouraged the Council to object to the WWTP relocation on the grounds that it was a perfectly good facility and goes against the climate emergency declared by the Council.
 - xi. Requested the Committee rejected the document going forward for consultation until a revised version had been produced that calculated the entire lifetime carbon emissions of the destruction, rebuilding and relocation of the new WWTP, as well as the buildings proposed for the site after these steps have been taken.
 - xii. The revised document should represent an honest and complete carbon calculation for the Committee and residents to have an accurate understanding of the environmental impact.

The Executive Councillor responded:

- i. Thanked the public speaker.
- ii. It was not possible or appropriate at the plan making stage to undertake a full carbon impact assessment, including arising from demolition and proposed development, because that level of detail is not normally available.
- iii. The Sustainability Appraisal supporting the Proposed Submission AAP considered the cumulative effects of the Plan in combination with other plans and projects, including the relocation of the WWTP, to the extent appropriate for the stage of the project at the time of the assessment.
- iv. In terms of embedded carbon associated with the new proposal, this is addressed at paragraph 5.36 of the Sustainability Appraisal (SA). The

3. ³<https://www.cambridge.gov.uk/media/9581/climate-change-strategy-2021-2026.pdf>

SA would be kept under review as the AAP and the DCO processes move forward, to consider any new information.

- v. The Scoping Opinion relating to the DCO process for the new WWTP had now been published by the Planning Inspectorate. With specific reference to the decommissioning and demolition of the existing plant, it required assessment of the cumulative impacts of the proposal for the new works, together with the effects of waste generated from demolition activities at the existing sewage works. This would include an assessment of cumulative carbon impacts.
- vi. Policy 2 of the Proposed Submission Area Action Plan required planning applications to calculate carbon emissions through a Whole Life Carbon Assessment, to demonstrate actions to reduce life-cycle carbon emissions and to reduce construction waste.
- vii. The Environmental Assessment supporting any planning application for development on the NEC site would be expected to include consideration of the demolition of existing structures and the potential for waste reduction and reuse on site. This would inform the Whole Life Carbon Assessment required by the AAP.
- viii. There were different legal processes involved for the AAP and the DCO but this did not mean there was any reduction in the level of scrutiny of the two projects. All matters would be considered in the correct forum and in the correct way subject to scrutiny from independent planning inspectors before they can be approved.
- ix. There would be no creative carbon accounting and any assessment would be open and transparent reflecting the commitment of the climate emergency.
- x. The Council had for decades aspired to see development come forward in this area.
- xi. The potential relocation of the WWTP was being led by AW through the DCO process and could unlock this significant brownfield site for comprehensive regeneration which would help meet the development needs of the area over the next 20-30 years.
- xii. The principle of redevelopment of this area was already established in the adopted Cambridge and South Cambridgeshire Local Plans. It was the role of the AAP to set out in more detail how this site should come forward for development including the mix of uses and amount of development.
- xiii. AW had stated that the proposed facility would be smaller than the current Cowley Road site but flexibly designed to enable it to respond to growth past 2050. There would no need to expand further and would be better at dealing with stormwater and extreme weather events. The new

- facility provided the opportunity to be operationally net zero and significantly reduce
- xiv. If the Councils did not progress the AAP, then it would be difficult to ensure comprehensive and coordinated development as well as the necessary infrastructure to support the development.
 - xv. Approving the Officer's recommendation would bring a close to the draft AAP stage and provide a statement of support for the proposed aspirations for this part of NEC.
 - xvi. The DCO process would consider the planning merits of the proposed relocation of the WWTP, including the material considerations, sustainable development, and the justification of the proposed greenbelt location.
 - xvii. Local Plan evidence had shown that NEC was the most sustainable location for development in Greater Cambridge, due to the location on the edge of the City and transport links.
 - xviii. A delay to the APP process would mean the Inspector of the DCO process would refer to the earlier draft AAP papers to assess the planning merits. The previous draft was less certain of the form and did not reflect the Council's current position of key issues as building heights, density, open space provision and development numbers. This could also impact the DCO process which would delay the preparation and adoption of the proposed Greater Cambridge Local Plan.
 - xix. It was important to note that after the DCO had been made and prior to the next round of consultation on this AAP, a 'health check' was likely to be undertaken to safeguard the document and reflect any material changes and circumstance.

The following supplementary points were made:

- i. With the approval to relocate Cambridge Police Station into the greenbelt; it felt this was 'business as usual' when considering development on the greenbelt and questioned if this should be the Council's response to a climate and ecological emergency.
- ii. Asked if the Gypsy, Roma, and Traveller (GRT) community had been consulted to enquire if they would value a permanent or transient site. Where would the Committee suggest these sites are developed in Cambridge? The GRT community faced many disadvantages in their daily lives with a massive shortage of sites throughout the country.
- iii. Questioned if the GRT sites had been discounted before the Gypsy, Traveller Needs Assessment had been published.

Committee Managers Note: The following written response was provided to be included in the minutes:

- i. The planning approval to relocate the Cambridge Police Station to Milton was a decision made by the local planning authority for that area, South Cambridgeshire District Council. Whilst this is therefore not a question that I am able to answer directly, for proposals in the Green Belt, there is clear national and local planning policy for such proposals, which must demonstrate very special circumstances to justify their proposals. As part of earlier engagement and consultation on the emerging North East Cambridge Area Action Plan, the councils specifically engaged with the Fen Road community both informally, as part of the previous NEC Community Liaison Forum, a targeted leaflet drop about the consultations as well as speaking with residents directly. The main issue raised by the residents was the Fen Road level crossing and the associated access issues, something that was also raised by others living and working locally and something that the councils are keen to address through further discussions with Network Rail.
- ii. It too early for any community consultation to have taken place and where/whether any sites are developed will depend on a whole range of things – not least identifying available land.
- iii. Regarding the wider Gypsy and Traveller Needs Assessment, this study has been delayed as no face-to-face interviews were able to take place during COVID restrictions. However, the study remains ongoing and as the Local Plan continues to progress, its findings will feed into preparation of the draft Local Plan, recognising that this is an important aspect of the new plan.

Committee Manager Note: Similar written question had been put forward to the Council meeting of the 3 March 2021 which can be viewed in the Information Pack at the link below (p34-p35)

[\(Public Pack\)Information Pack Agenda Supplement for Council, 03/03/2022 18:00 \(cambridge.gov.uk\)](#)

Q4)

- i. There are many things to commend in the environmental aspirations for the NECAAP but disappointingly the provision on natural green space was not one of them.
- ii. The amount of informal green space met the minimum amount required by the Council's policies but two thirds of this is provided on a business park, described on p26 of the Open Spaces Report as "these green spaces aren't perceived as being accessible to the wider public". It should be noted that the green space on the business park already exists, so it is not new space.

- iii. Only a third of the green space is provided in conjunction with housing. Most of this is provided as linear green space or pocket parks, small areas of green space that are loomed over by high-rise buildings. There is one larger park but the size of this is not provided in any of the documents. Extrapolating from the plans, it is estimated that this is around 3 hectares in size.
- iv. Fig 20 in the Officer's report includes an infographic which aims to compare the amount of open space in the AAP with other Cambridge parks, the comparison is misleading because the parks which are used for comparison are just that, parks. A better comparison would be the main park proposed for the new development. At circa 3hectares this is small in comparison to the other parks, given that it is to cater for 16,000 people
- v. At a bare minimum, the proposals for the AAP might possibly provide for the day-day open space needs of the new residents. But what it would not do is provide the kind of green spaces that people in high density developments need access to, which is large natural greenspace.
- vi. There is of course somewhere for them to do that, it is Milton Country Park (MCP) and a subway is proposed under the A14 so that residents can get to it. That would be great if it were not for the fact that the park is already at capacity and cannot cope with 16,000 more visitors.
- vii. In the hundreds of pages text associated with the AAP there is almost no mention of MCP at all, let alone if it can meet the needs of the development.
- viii. There has been no assessment of whether MCP had the capacity to cope and what mitigation might be required to enable it to do so. Could see no requirement for S106 contributions to support the park to cope, only a vague paragraph on p54 of the Open Spaces & Recreation Topic Paper.
- ix. To make matters worse, the north of Cambridge would also see 20,000 people at Northstowe and 22,000 at Waterbeach. Where would these 58,000 people go to meet their green space needs?
- x. This is an area which has been highlighted in the evidence base for the next Local Plan as already suffering from a deficit of green infrastructure and recreational pressure.
- xi. This report, informing the Local Plan, highlights NEC Cambridge to Waterbeach as a priority area for green infrastructure with its enhancement marked as of 'critical importance'.
- xii. Officers have suggested that the funding for that critical green space could be provided through a new requirement in the next Local Plan, and if that is possible then it would be very welcome and would alleviate our concerns.

- xiii. However, there is no proposal in place for such a scheme and it would need to be approved by a planning inspector, in short at this stage this is an “if” rather than an agreed solution. If that does not prove possible then it would be essential that s106 contributions are secured from the NEC development towards this.
- xiv. Would the Scrutiny Committee recommend that the AAP is not progressed until there is a commitment within the AAP for development contributions towards mitigating the impacts on MCP and providing the larger scale green space that will be desperately needed by the future 58,000 residents of NEC, Waterbeach and Northstowe. Either from a new mechanism in the Local Plan, or failing that, through a S106 Agreement.

The Executive Councillor said the following:

- i. The AAP required development to bring forward 27.6 hectares of new informal and children’s play space across the area which is the equivalent of around 34.5 football pitches or around three times the size of Parker’s Piece.
- ii. In combination with the existing open spaces at NEC, including existing and enhanced spaces on the employment parks. The Plan would therefore meet the informal and children’s play space requirements in the adopted Local Plans on-site, meaning all residents would have access to open space within a 5-minute walk of their homes for day to day informal recreation and access within the NEC, to a range of different types of spaces for people to enjoy.
- iii. Some of the proposed open spaces areas were substantial in size and altogether, the spaces on NEC account for an area larger than MCP. The new large green space was 4.1ha which is around the same size as Christ’s Pieces or 5 football pitches.
- iv. Similarly, the main linear park was between 70m and 100m wide, which is the length of a football pitch, and over 1.3km long.
- v. As required by the AAP, a landscape led approach to designing these spaces would ensure there would be opportunities for individuals and families, residents and workers to go for walks, run, play and experience nature on their doorstep.
- vi. As set out in the First Proposals Local Plan, the councils also sought to bring forward new strategic scale green spaces as well as development.
- vii. The nearest area identified to NEC lies immediately north of the A14 between the top of Cambridge, Waterbeach New Town and Northstowe. This could provide new opportunities for open space

- to serve not only these developments but also existing communities. These wider proposals fall outside of the AAP area and, due to their more strategic role, will be considered further as the councils prepare the Greater Cambridge Local Plan.
- viii. Policy 8 of the Area Action Plan already required that Planning obligations (S106 agreements) or conditions will be applied to ensure the delivery of on and off-site provision (*of open space*) linked and effectively phased to the delivery of new homes'. Therefore, the AAP already proposed to seek contributions towards off-site open space provision to support the development.
 - ix. Whilst noting the lapsed planning permission for an extension to MCP, earmarking such contributions solely to that project would, at this stage, not be sensible given that the delivery of that additional open space area for formal sports is not, at this stage assured.
 - x. Instead, through the AAP proposed policy, there would remain scope to invest in deliverable new off-site infrastructure to serve this and other communities formal open space needs.

The following supplementary statement was provided.

- i. The wording regarding S106 contributions implied that each development would have to make a case to secure these contributions. This could create difficulties in securing funding for those developments there were not built on Council land.
- ii. The detail around the S106 to mitigate the impact of MCP needed to be made clearer.

Q5)

- i. The very hidden consequence of NECAAP is the destruction of a large area of Green Belt.
- ii. Although this Green Belt is outside the City Council boundary, it for 4 miles from Cambridge and an amenity for the people of the city of Cambridge. It forms an important entry to the city with views to the area from the River Cam corridor and is part of the Wicken Fen Vision.
- iii. Stated the space had been defined by AW who were not representatives for the people of Cambridge but shareholders.
- iv. NECAAP and the Local Plan deal with the long term vision for Cambridge, and by not allowing this loss of Green Belt to be discussed at the same time as evaluating NECAAP, how can the Council claim to be looking after the future of Cambridge?

The Executive Councillor responded:

- i. Thanked the speaker for their question.
- ii. The DCO process was an entirely separate statutory planning process from the plan-making process, which was being undertaken in relation to the AAP, it would be determined under different planning legislation.
- iii. Therefore, it was not a project or proposal within the scope of the emerging GCLP or AAP to influence. Both plans were being prepared on the basis the WWTP would be relocated, but this was not a requirement of either plan.
- iv. As part of the DCO application, the applicant will need to respond to NPPF requirements, including as necessary to demonstrate very special circumstances for development within the Green Belt.

Q6)

- i. National Planning Policy required developing local plans to be flexible to accommodate changes in circumstances. It was also a requirement that all reasonable alternatives have been identified and considered, that the plans are achievable and reflect National and Local Planning Policies⁴.
- ii. NECAAP has now been incorporated into the emerging Local Plan First Proposals. The outcome of the Public Consultation (Reg 18) is yet to be published. During the consultation phase much was raised in the media about the housing and employment growth target in the context of sustainability (e.g. Water infrastructure), impact on existing communities and the housing requirement (given the impact in the longer term of COVID). Growth and delivery targets may yet be changed, a reduction from the Medium + Growth Option to Medium alone would reduce the additional housing allocation requirement by 2,500 homes. This would have a significant impact on the new site allocations in the emerging Local Plan including the 4,000 allocated to NECAAP in the plan period. It also remained to be seen if the 10% buffer was required accounting for 4,500 homes of the 11,500 allocation.
- iii. Greater Cambridge Shared Planning Service had asserted that 'neither the emerging GCLP nor NECAAP required the relocation of WWTP, though both plans were being prepared on the basis that the WWTP would be relocated⁵'.
- iv. It was important Cambridge City Council (CCC) remained open to alternatives and does not commit to plans earlier than necessary. The

⁴https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

⁵ Greater Cambridge Partnership Service Nov 2021 : Report to Joint Local Planning Advisory Group – Item NECAAP : Proposed Submission (Regulation 19) From Stephen Kelly – Joint Director for Planning & Economic Development

Public Consultation of NECAAP Reg 19 was not scheduled for a further 2 years.

- v. An employment-based development of 15,000 jobs was still an option for NEC which was established in the existing Plan.
- vi. AW's DCO application had meant by the letter of planning law, NECAAP and the relocation of WWTP are independent, however they are inextricably linked.
- vii. AW were only pursuing an alternative site in order to enable joint councils to build houses on the site they currently operate from. There is no operational requirement for AW to relocate⁶. This separation of planning process had in effect decoupled the two projects. This has had implications in the way costs and benefits of NECAAP had been portrayed in local planning documents such that the merits of NECAAP 'building on a brownfield site with good sustainability criteria' are promoted with no reference to the consequences or costs.
- viii. The absence of reference in local planning documents to the cost of pursuing NECAAP, in effect blind siding the public, has raised concerns by the public and Council members at scrutiny committee about the lack of transparency of NECAAP documentation and in turn the emerging Local Plan First Proposals (Reg 18)⁷. In response to concerns raised, Greater Cambridge Shared Planning Service have advised that : 'The DCO process was an entirely separate statutory planning process from the plan-making process which is being undertaken in relation to the AAP and as such would be determined under different planning legislation. It was therefore not a project or proposal within the scope of the emerging GCLP or AAP to influence⁸.'
- ix. To prevent the risk of any further apparent bias or influence towards the relocation within Local Planning Process and to maximise influence CCC can assert over AW DCO Reg 19 submission and mitigation proposals, it would be prudent to postpone agreement of the proposed NECAAP submission until after the DCO submission and allow the examination to be undertaken on its own merits.

The Executive Councillor responded with the following:

- i. The Committee were being asked to agree the proposed submission for future consultation and not a final document.

⁶ HIF Business Case : Cambridge Northern Fringe East (CNFE) 2018

⁷<https://scambs.moderngov.co.uk/documents/g9208/Public%20reports%20pack%20Monday%2010-Jan-2022%2010.00%20Cabinet.pdf?T=10>

⁸ Greater Cambridge Partnership Shared Planning Service Dec 2021 – Written Response to Public Question at Scrutiny & Overview Committee

- ii. The Councils would only go to public consultation if the DCO was approved. It would be at this point the outcome of the DCO process would be considered as may be appropriate as part of the health check for the AAP.
- iii. Understood how the request for a postponement was based upon concern around the full impact of the proposals contained within the NECAAP being considered, notably the effects of the relocated WWTP on the communities close to the proposed site in Honey Hill. As the report had tried to set out, the two processes of plan making and the consent process for the WTW were handled separately.
- iv. The Council's local plan evidence base made clear that NEC is one of the most sustainable locations for future need to be accommodated.
- v. The argument in favour of the funding provided to allow for the WWTP relocation is that it enabled sustainable growth to be delivered on the NEC site.
- vi. From a process started in 2014, both Cambridge City Council and SCDC had been exploring ways in which this area could be developed effectively. This was because it was needed to be known that if we cannot develop the area effectively, we would need to meet that need in other ways, on other sites, in other locations – which are likely to include greenfield sites elsewhere in SCDC. It was already known from evidence base work that NEC was the most sustainable location for future growth.
- vii. Given the long-term ambition for the NEC area, did believe it was right to continue to quantify and shape the redevelopment of the NEC area and set out clearly how the potential of this site can be realised - as part of the AAP process. The AAP would not progress to consultation until the DCO process, including its identification of impacts had concluded.
- viii. The Councils would not be able to finalise the spatial strategy for the whole of Greater Cambridge until the outcome of that process was known. It was important to continue to progress work on this in parallel to the DCO process, not least to provide a context for proposals that may well come forward ahead of the AAP's adoption on those parts of the site that are less impacted by the WTW use.

The following supplementary statement was given:

- i. If the DCO was successful, this would permit the relocation of the WWTP. Therefore, it would not matter if homes were built in NEC, if at all. The relocation would have taken place with the negative impacts highlighted amongst future uncertainty to what, if any benefits there would be to NEC.

Committee Managers Note: The following written response was provided to be included in the minutes:

- i. The proposed relocation of the WWTP is being enabled through the Housing Infrastructure Fund (HIF). This funding has been made available to local authorities across the country for infrastructure to unlock housing. The North East Cambridge AAP is predicated on the proposed relocation taking place and the North East Cambridge site being freed up for housing, employment, and other uses. The AAP is clear on the councils' aspirations for this new city district and the benefits of comprehensive and coordinated development for both existing and future communities in this part of the city. NEC has also been identified as a key part of the strategy for the Greater Cambridge Local Plan First Proposals if the relocation of the WWTP takes place.

22/5/PnT Review of Taxicard and Transport Initiatives

Matter for Decision

At the June Planning and Transport meeting, the Executive Councillor approved the undertaking of a review in relation to the Council's Transport Initiatives. This would include the City Council's Taxicard Scheme, Cambridge City Bus Subsidies and Cambridge Dial-a-Ride.

The review was to have been undertaken working with the Council's partners including the Greater Cambridge Partnership (GCP) but had been completed without input from the GCP due to resource constraints.

The report referred to the recommendations in relation to the review.

Decision of the Executive Councillor for Planning Policy and Transport.

- i. Approved the proposed changes to the Taxicard scheme for Taxicard members to be implemented from 1 April 2022.
- ii. Agreed to stop the provision of the City Council's subsidy for the Citi 1 Night Bus Service from 1 April 2022.
- iii. Approved the continuation to fund Cambridge Dial-a-Ride with a Grant Agreement for the 2022/23 financial year to the value of £40k.
- iv. Noted future joined up working with Cambridgeshire and Peterborough Combined Authority (CPCA) and the GCP regarding existing City bus subsidies linked with the Bus Service Improvement Plan and City Access projects.
- v. Continued to approve the Head of Human Resources' delegated authority, in liaison with the Executive Councillor for Planning and

Transport, and consultation with the Chair and Spokespersons for Planning and Transport Scrutiny Committee, to make any changes that may be necessary to support the transport initiatives and schemes going forward, until such time as a wider decision around the policy and strategy decisions is agreed

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable

Scrutiny Considerations

The Committee received a report from the Head of Human Resources and the Corporate Business & Executive Support Manager.

The Corporate Business & Executive Manager informed the Committee there was an error in the report at paragraph 3.2, in respect of the times of operation for the Stagecoach Citi 2 and 3 services, in so far as the times not all being shown as a 24-hour clock. For the Citi 2, '1046' should have read '2246' and for the Citi 3, '1032' as '2232'. To confirm, the Citi 3, 2240, 2310 and 2340 departures from Cherry Hinton Tesco run as commercial services.

In response to comments made by the Committee, the Head of Human Resources, the Corporate Business & Executive Support Manager and Executive Councillor said the following:

- i. In respect of Citi 2 and 3 bus services the times had not been converted to the 24-hour clock.
- ii. As the Taxicard scheme continues a report should be brought to committee at a later date to provide an update on how the changes to the scheme had met the original aim of increasing Taxicard membership and to feedback on how the scheme was being promoted which to date had included Cambridge Matters and Open Door.
- iii. The taxi card scheme is relevant to an individual; if there are two members of a family eligible to qualify for a Taxicard they could apply and receive vouchers in their own right.
- iv. Would hope there would be an increase in the number of individuals using the scheme when the next report was brought to Committee.
- v. Noted the comment that the budget for the provision of Bus Subsidies would be reduced if the recommendations were approved to stop the provision of the Citi 1 Nightbus.

- vi. Noted the concern expressed at the equalities audit in relation to the Taxicard scheme which had looked at the scheme in general but did not address what would happen to those individuals who run out of vouchers.
- vii. Advised that the budget for the Taxicard scheme had been underspent for many years and there was no proposal to cut the budget for this scheme; the vouchers could only be used in the full amount and therefore with the revision of different denominations of voucher value, the option to use as many vouchers per trip and the changes made to the eligibility criteria on the application form would mean greater flexibility for members.

Councillor Porrer proposed and Councillor Bick seconded the following amendments to the recommendation (additional text underlined, and deleted text struck through):

~~1. Approve the proposed changes to the Taxicard scheme for Taxicard members to be implemented from 1 April 2022— see 3.1.1.~~

Defer the proposed changes to the Taxicard scheme until a full report of the budgetary context of the reduced value of vouchers provided to eligible participants has been considered by councillors, along with further feedback on how those who will run out of vouchers can be supported, in particular those on lower incomes and with protected characteristics, and a revised Equalities Audit provided which fully notes the survey responses and the reduction in allowance per scheme member.

~~2. Stop the provision of the City Council's subsidy for the Citi 1 Night Bus Service from 1 April 2022— see 3.2.1~~

Councillor Bick then proposed and Councillor Porrer seconded the following amendments to the recommendation (additional text underlined, and deleted text struck through):

2(a) Review and decide the future of the subsidy for the Citi 1 Night Bus only when information on users, costs and contract can be presented for consideration;

2(b) Seek to recover the subsidy paid over the period that the service was not operated and to recommence payments as soon as Stagecoach is prepared to re-start the service.

3. Continue to fund Cambridge Dial-a-Ride with a Grant Agreement for the 2022/23 financial year to the value of £40k - see 3.3.1.

4. Note future joined up working with Cambridgeshire and Peterborough Combined Authority (CPCA) and the GCP regarding existing City bus subsidies linked with the Bus Service Improvement Plan and City Access projects – see 3.4.1

5. Continue to approve the Head of Human Resources' delegated authority, in liaison with the Executive Councillor for Planning and Transport, and consultation with the Chair and Spokesperson for Planning and Transport Scrutiny Committee, to make any changes that may be necessary to support the transport initiatives and schemes going forward, until such time as a wider decision around the policy and strategy decisions is agreed.

A vote on was taken on both amendments which was lost by 3 votes to 5 votes.

The Committee

The Committee endorsed the Officers recommendations by 5 votes to 3 Votes.

The Executive Councillor for Planning Policy and Transport approved the recommendations.

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

No conflicts of interest were declared by the Executive Councillor.

22/6/PnT Authority Monitoring Report 2020-21

Matter for Decision

The report referred to the Authority Monitoring Report (AMR) for Greater Cambridge 2020-2021.

Decision of the Executive Councillor for Planning Policy and Transport.

- i. Agreed the Cambridge City Council and South Cambridgeshire District Council - Authority Monitoring Report for Greater Cambridge

2020-2021 (included as Appendix A of the Officer's report) for publication on the Councils' websites.

- ii. Delegated any further minor editing changes to the Cambridge City Council and South Cambridgeshire District Council - Authority Monitoring Report for Greater Cambridge 2020-2021 to the Joint Director of Planning and Economic Development, in consultation with the Executive Councillor for Planning Policy and Transport, and the Chair and Spokes for the Planning Policy and Transport Scrutiny Committee, including the final designed version of Appendix 3.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Senior Policy Planner and Principal Planning Policy Officer who in response to Members' questions said the following:

- i. The main reason the total number of completions of affordable housing was lower than 40% was that the policy only requires 40% affordable homes on schemes of 15 dwellings or more, a lower requirement of 25% affordable homes applies to schemes of 10-14 dwellings, and there is no requirement for affordable housing on sites with 10 dwellings or less in accordance with the National Planning Policy Framework.
- ii. It is important to differentiate between permissions and completions when looking at the affordable housing data. A planning permission that secures 40% affordable homes may not complete 40% affordable homes each year, instead the proportion of affordable homes completed on a development will vary each year.
- iii. Out of the 850 completions so far at the Eddington site, 686 were affordable, therefore currently at 81% affordable homes. The policy is for 50% affordable homes on this development, and therefore this is what we would expect to see when the scheme is completed.
- iv. The reference to life expectancy in the city was looked at in terms of general impacts of our policies and therefore is considered at district level.

- v. The AMR currently looks at delivery of new developments in terms of new homes and new buildings, but can look to include wider information in future, such as delivery of other infrastructure like the bus route through Darwin Green. Also, in terms of transport schemes, the AMR does not provide an update on all schemes, it just highlights those where progress has been made in the monitoring year, which is why the Greater Cambridge Partnership Milton Road Scheme has not been specifically mentioned.
- vi. With regards to the local centres with below 50% retail, the 6 centres had been referenced on p298 of the Officer's report.
- vii. The purpose of the AMR is to look backwards and therefore reports up to April 2021. There is also now an obligation to report on s106 outcomes each year. Neither would pick up outstanding works, but this was something that could be looked at for future reporting.

The Committee

The Committee **unanimously endorsed** the Officers recommendations.

The Executive Councillor for Planning Policy and Transport approved the recommendations.

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

22/7/PnT Biodiversity Supplementary Planning Document

Matter for Decision

The report recommended that the Biodiversity Supplementary Planning Document (SPD) as amended was adopted, to be used as a material consideration in planning decisions supporting implementation of the adopted Local Plan.

Decision of the Executive Councillor for Planning Policy and Transport.

- i. Considered the main issues raised in the public consultation, agreed responses to the representations received and agreed proposed changes to the SPD as set out in the Statement of Consultation (appendix 1 of the Officer's report).

- ii. Agreed the adoption the amended Greater Cambridge Biodiversity SPD (appendix 2 of the Officer's report).
- iii. Agreed to delegate to the Joint Director of Planning and Economic Development, in consultation with the Executive Councillor for Planning Policy and Transport, the Chair and Opposition Spokes for the Planning Policy and Transport Scrutiny Committee, the authority to make any necessary editing changes to the SPD prior to publication.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable

Scrutiny Considerations

The Committee received a report from the Natural Environment Team Leader.

In response to comments made by the Committee, the Natural Environment Team Leader, Nature Conservation Projects Officer, Principal Planning Officer and the Joint Director for Planning and Economic Development said the following:

- viii. Noted the Committee's positive comments on the statutory 10% and the aspiration of 20% biodiversity.
- ix. Suggested the SPD could be reviewed at the point of adoption of the new Local Plan; if additional guidance on biodiversity net gain was required at this point this would be an option to explore.
- x. One of the challenges writing the SPD had been the changes in national legislation and guidance as the document developed. These changes would continue to evolve over time; therefore, it was important to note these changes and determine if reassessment would be required as and when.
- xi. Confirmed that when scrutinising applications against policy on both large and small sites that biodiversity was being achieved and documented.
- xii. Started to reference best practice with the appropriate links throughout the SPD, however, it was not possible to provide the whole spectrum of solutions that officers advised on individual applications. This would have also increased the length of the SPD; some feedback received during the consultation process was that the document was too lengthy.

- xiii. There was an intention to show best practice on the relevant pages of the city council website rather than in the SPD which meant these pages could be updated regularly.
- xiv. Developments that successfully met the statutory biodiversity had done so with collective conversations with officers and support of the council. As this continued it would be likely the additional ambition of biodiversity would be taken forward.
- xv. With regard to S106 and offsetting, officers were investigating the possibility of offsite biodiversity net gain where it was not possible to meet onsite biodiversity.
- xvi. The emerging Local Plan was an opportunity to develop and assist with infrastructure contributions towards the delivery of green infrastructure and biodiversity net gain.
 - i. Noted the comment it was important to acknowledge the harm of biodiversity and habitat located on the perimeter of a development site; work should be undertaken through survey data and written into policy the protection of those areas so developers could not build on the boundaries.
 - ii. Officers were working with other local authorities to develop best practice for long term biodiversity through clear extended ownership and cohesive planning.
 - iii. Currently there was little guidance from Central Government on long term biodiversity.
 - iv. It was critical going forward that monitoring for sustainable quality biodiversity was in place; this would emerge from national legislation which the department for Environment, Food and Rural Affairs (DEFRA) were assembling. The balance of onsite and offsite biodiversity was complex and was not without challenges.
 - v. There was best practice on biodiversity net gain (the principles could be used when looking at offsite provision) one of which was on good governance, this could be used as an interim while waiting for further Government guidance.
 - vi. There was no reason why the SPD could not be used as a guide to determine if enforcement action should be taken.
 - vii. Noted the request for a report on the progress of policies and long-term net gain term biodiversity.

The Committee

The Committee unanimously endorsed the Officers recommendations.

The Executive Councillor for Planning Policy and Transport approved the recommendations.

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

No conflicts of interest were declared by the Executive Councillor.

22/8/PnT North East Cambridge Area Action Plan: Proposed Submission (Regulation 19)**Matter for Decision**

The report sought agreement of the Proposed Submission North East Cambridge Area Action Plan (AAP) that establishes the Council's policies, and proposals for managing development, regeneration, and investment in North East Cambridge over the next twenty years and beyond.

Decision of the Executive Councillor for Planning Policy and Transport.

- i. Agreed the North East Cambridge Area Action Plan: Proposed Submission (Regulation 19) (Appendix A1) and Proposed Submission Policies Map (Appendix A2) for future public consultation, contingent upon the separate Development Control Order being undertaken by Anglian Water for the relocation of the Waste Water Treatment Plant being approved.
- ii. Noted the Draft Final Sustainability Report (Appendix B of the Officer's report), and Habitats Regulation Assessment (Appendix C of the Officer's report) and agree them as supporting documents to the North East Cambridge Area Action Plan: Proposed Submission (Regulation 19) that will also be subject to future public consultation.
- iii. Agreed the following supporting documents to future public consultation:
 - a. Statement of Consultation, including the Council's consideration of and responses to representations received to the draft North East Cambridge Area Action Plan (Regulation 18) consultation 2020 (Appendix D of the Officer's report)
 - b. Duty to Cooperate Compliance Statement (Appendix E of the Officer's report)
 - c. Draft Duty to Cooperate Statement of Common Ground (Appendix F of the Officer's report)
 - d. Equalities Impact Assessment (Appendix G of the Officer's report)
 - e. Topic papers (Appendix H of the Officer's report).

- iv. Agreed the findings of the following background evidence documents prepared by the Councils that have informed the North East Cambridge Area Action Plan: Proposed Submission and are proposed to accompany future public consultation:
 - a. Typologies Study and Development Capacity Assessment (Appendix I1 of the Officer's report);
 - b. Surface Water Drainage Core Principles (Appendix I2 of the Officer's report)
 - c. Chronology of the feasibility investigations of redevelopment of the Cambridge Wastewater Treatment Plant (Appendix I3 of the Officer's report).
- v. Noted the findings of the background evidence documents that have informed the North East Cambridge Area Action Plan: Proposed Submission and are proposed to accompany the public consultation (see Background documents to the Officer's report)
- vi. Agreed that any subsequent material amendments be made by the Cambridge Executive Councillor for Planning Policy and Transport in consultation with Chair and Spokes, and by the South Cambridgeshire Lead Member for Planning, both in consultation with the Joint Local Planning Advisory Group (JLPAG).
- vii. Agreed that any subsequent minor amendments and editing changes be delegated to the Joint Director of Planning and Economic in consultation with Cambridge Executive Councillor for Planning Policy and Transport and by the South Cambridgeshire Lead Member for Planning.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable

Scrutiny Considerations

The Committee received a report from the Principal Planning Policy Officer.

In response to Member's comments the Principal Planning Policy Officer, Strategic Planning Consultant and Joint Director of Planning and Economic Development said the following:

- i. As part of the AAP the retail and town centre evidence-based study had been updated, considering the revised development numbers and amendments to the spatial framework.
- ii. Five local centres had now been proposed rather than the original four.
- iii. All homes would be within a five-minute walk of the retail centre that would accommodate resident's day to day needs.
- iv. The shop policy had been designed to encourage a variety of individual retailers. In total there would be around 107 units available.
- v. Appreciated that residents would need access to supermarkets and the AAP outlined five food stores to come forward within those centres.
- vi. Advised that people's shopping habits had changed with an increase in on-line shopping; were promoting consolidation hubs which would minimise vehicle movements within the AAP area.
- vii. With no onsite secondary school provision, safe and convenient pedestrian and cycle routes for children to access local schools in the area had been explored.
- viii. Welcomed the redevelopment of the Cambridge Business Park which would include a mix of business, residential and community use.
- ix. One of the constraints of the Science Park was the lengthy leases that some of the buildings had, if development had been allocated on to those individual plots it would not be possible to demonstrate that the Plan was deliverable within the plan period.
- x. Envisaged that residential streets in the AAP area would not be a place where vehicles would be parked, and the streets would become part of public life.
- xi. Reluctant to place a definition on the term 'local people' used in the AAP. However, there was a local connection test used for brownfield sites which could be applicable.
- xii. Privately managed community facilities were secured with a community use agreement through planning permission which ensured community use. Those facilities also had to remain commercially viable.
- xiii. Affordable housing needed to be truly affordable. Housing officers would assist in setting the correct rent levels.
- xiv. Currently there were provision for three primary schools. Discussions were being held with County Council Officers to rethink how a school

- building should be designed, moving away from the single storey land hungry element, and becoming multi-functional.
- xv. A secondary school had not been proposed as The County Council forecast did not deem a secondary school necessary in the AAP area. This would also mean those living in the area would integrate more widely with those outside of the area.
 - xvi. Secondary schools were incredibly land hungry and expensive to deliver and there would be significant implications on some of the delivery of the AAP should such a school be built.
 - xvii. Agreed it was important to understand the delivery of spaces and the quantity of activities that could take place within them.
 - xviii. Recognised the significance of the relationship between density, open space and the impact on residents including their mental health.
 - xix. Officers had spent large amount of time over a number of years speaking with representatives from the Science Park to discuss how the space could be integrated within the community.
 - xx. Acknowledged the comment that the Arcadia development was viewed as 'insular' by residents and had engaged with the landowners to ensure that new facilities were much more generous and open.
 - xxi. Noted the concern expressed regarding the amount of formal open space provision.

Councillor Bick proposed and Councillor Porrer seconded the following amendment to the recommendation (additional text underlined, and deleted text struck through):

The Executive Councillor is recommended to:

~~1. Agree the North East Cambridge Area Action Plan: Proposed Submission (Regulation 19) (Appendix A1) and Proposed Submission Policies Map (Appendix A2) for future public consultation, contingent upon the separate Development Control Order being undertaken by Anglian Water for the relocation of the Waste Water Treatment Plant being approved;~~

~~2. Note the Draft Final Sustainability Report (Appendix B), and Habitats Regulation Assessment (Appendix C) and agree them as supporting documents to the North East Cambridge Area Action Plan: Proposed~~

~~Submission (Regulation 19) that will also be subject to future public consultation;~~

~~3. Agree the following supporting documents to future public consultation: a. Statement of Consultation, including the Councils' consideration of and responses to representations received to the draft North East Cambridge Area Action Plan (Regulation 18) consultation 2020 (Appendix D); b. Duty to Cooperate Compliance Statement (Appendix E); c. Draft Duty to Cooperate Statement of Common Ground (Appendix F); d. Equalities Impact Assessment (Appendix G); e. Topic papers (Appendix H).~~

~~4. Agree the findings of the following background evidence documents prepared by the Councils that have informed the North East Cambridge Page 762 Report page no. 3 Agenda page no. Area Action Plan: Proposed Submission and are proposed to accompany future public consultation: a. Typologies Study and Development Capacity Assessment (Appendix I1); b. Surface Water Drainage Core Principles (Appendix I2); c. Chronology of the feasibility investigations of redevelopment of the Cambridge Waste Water Treatment Plant (Appendix I3).~~

~~5. Note the findings of the background evidence documents that have informed the North East Cambridge Area Action Plan: Proposed Submission and are proposed to accompany the public consultation (see Background documents to this report);~~

~~6. Agree that any subsequent material amendments be made by the Cambridge Executive Councillor for Planning Policy and Transport in consultation with Chair and Spokes, and by the South Cambridgeshire Lead Member for Planning, both in consultation with the JLPAG;~~

~~7. Agree that any subsequent minor amendments and editing changes be delegated to the Joint Director of Planning and Economic in consultation with Cambridge Executive Councillor for Planning Policy and Transport and by the South Cambridgeshire Lead Member for Planning.~~

1. Defer decisions on the North East Cambridge Area Action Plan: Proposed Submission (Regulation 19) and Proposed Submission Policies Map for the

shortest feasible period until options of alternative mixes allowing greater on-site achievement of the Local Plan policy standard for formal open space have been considered by members.

The Joint Director for Planning and Economic Development advised the work required to consider the alternative mix of land use and the consultation process would take a further twelve-months to develop and then to engage with statutory consultees. A delay could create a risk that the Development Consent Order Process would not proceed until the AAP had been agreed which would impact the Local Plan and AAP timetable. The current trajectory for adoption of the Local Plan was that the Plan would be more than five years old. An out of date Local Plan would mean that local policies would be given less weight for planning decisions.

The amendment was lost by 3 votes to 5 votes.

The Committee

The Committee endorsed the recommendations as set out in the Officer's report by 5 votes to 0.

The Executive Councillor for Planning Policy and Transport approved the recommendations.

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

No conflicts of interest were declared by the Executive Councillor.

22/9/PnT *ROD Creating a Vision for the Oxford-Cambridge Arc (Spatial Framework) Consultation Response**

The decision was noted.

22/10/PnT *ROD: Greater Cambridge Local Plan: Preferred Options (Regulation 18) Post Scrutiny Committee Changes**

The decision was noted.

22/11/PnT *ROD Network Rail's Ely Area Capacity Enhancements 2 Consultation**

The decision was noted.

The meeting ended at 8.00 pm

CHAIR

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Cambridge City Council Planning and Transport Scrutiny Committee

Date: Thursday, 26 May 2022

Time: 12.00 pm

Venue: Council Chamber, The Guildhall, Market Square, Cambridge, CB2 3QJ

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Agenda

- 1 Appointment to Working Party
The Scrutiny Committee is requested to agree the appointments below:

Joint Local Planning Advisory Group

2 Labour, 1 Lib Dem

Councillors – Thornburrow, S.Smith, Bick

Reserve - Gawthorpe Wood, Porrer

- 2 Appointment to Outside Body
The Scrutiny Committee is requested to recommend appointments to the Executive Councillor.

The Executive Councillor will be asked to agree the appointments.

Members Cycling and Pedestrian Steering Group

5 Labour, 3 Liberal Democrat

Councillors – TBC, Payne, Nethsingha, Lee

Planning and Transport Scrutiny Committee Members: S. Smith (Chair), D. Baigent (Vice-Chair), Bick, S. Davies, Herbert, Porrer, Scutt, Smart, Swift and Thornburrow (Executive Councillor)



INTERIM APPROACH TO BIODIVERSITY NET GAIN

To:

Councillor Katie Thornburrow, Executive Councillor for Planning Policy and Infrastructure

Planning & Transport Scrutiny Committee 28/06/22

Report by: John Cornell

Natural Environment Team Leader

Email: john.cornell@greatercambridgeplanning.org

Wards affected:

All potentially

A Key Decision

1. Executive Summary

The Environment Act introduces the requirement for 10% Biodiversity Net Gain above baseline conditions for all developments in England from November 2023. Local Planning Authorities (LPA) will need to ensure that developments in their jurisdictions comply with this new legislation and that BNG is delivered in a sustainable and transparent way.

Greater Cambridge Shared Planning Service is looking to be day-one ready for this new legislation prior to November 2023. This means having viable solutions to the challenge of where to site BNG (if not wholly within the redline boundary) and how to approach this prior to guidance coming from Department for Environment, Food, and Rural Affairs (DEFRA).

This paper proposes an interim approach for Greater Cambridge to fulfil that this need while recognising the principles already set out in the Environment Act around BNG, and emerging best practice. It is intended to provide guidance for planners, Planning Committees, and developers on a credible approach as developments currently underway need a practical and consistent approach to this challenge.

2. Recommendations

The Executive Councillor is recommended to endorse this interim approach to siting biodiversity net gain for developments across Cambridge, and to note and welcome the emerging habitat banks in Greater Cambridge, with delegated powers given to the Joint Planning Director of Planning and Economic Development to make minor changes to the technical note at appendix A.

3. Background

Full details of the proposed approach are set out in appendix A, which also includes details of two emerging habitat banks within Greater Cambridge.

It proposes a sequence for deciding where Biodiversity Net Gain should be located based on the mitigation hierarchy. It starts first with provision on site themselves, and where this not possible looking to strategic locations which have maximum benefit for biodiversity and can offer significant change at a landscape scale, before moving to more local community led solutions.

This is proposed as an interim approach to take us to November 2023.

The proposed approach will be considered by South Cambridgeshire District Council in a parallel Member approach. It will be considered by its Climate and Environment Committee Advisory Committee on 21st June 2022 and Cabinet on 11th July 2022.

4. Implications

a) Financial Implications

None

b) Staffing Implications

None

c) Equality and Poverty Implications

None

d) Net Zero Carbon, Climate Change and Environmental Implications

This suggested approach strengthens the Council's green credentials and would thus contribute to greening and carbon sequestration services provided by enhanced vegetation and habitats.

e) Procurement Implications

None

f) Community Safety Implications

None

5. Consultation and communication considerations

This proposal approach has had significant input from a broad range of officers from within the Council, discussions with relevant Non-Governmental Officers in the field, other LPAs and the Planning Advisory Service.

6. Appendices

Appendix A: GCSPS Protocol for the provision of BNG including offsite provision.

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact John Cornell, email: john.cornell@greatercambridgeplanning.org

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Greater Cambridge Shared Planning Service

Protocol for Biodiversity Net Gain (BNG) including Off-site provision.

June 2022

Introduction

This Technical Note provides interim local guidance in relation to proposed offsite BNG to ensure that applicants and decision makers are clear on what is expected by the Councils when considering offsite BNG proposals, prior to November 2023.

Biodiversity net gain (BNG) delivers measurable improvements for biodiversity by creating or enhancing habitats affected by development. BNG can be achieved on-site, off-site or through a combination of on-site and off-site measures, with a starting point always being what can be done on-site.

The mandatory 10% BNG as set out in the Environment Act (November 2021) is likely to become law in autumn 2023 and will apply to all Town and Country Planning Act (TCPA) applications. In the interim Greater Cambridge Shared Planning Service (GCSPS) Biodiversity Supplementary Planning Document outlines that measurable BNG is the minimum legal requirement, however, developers are encouraged to seek the 10% BNG now. In addition, both Councils aspire for a 20% BNG requirement, to be tested through the emerging Greater Cambridge Local Plan.

The Environment Act also introduces a statutory requirement for Local Nature Recovery Strategies (LNRS) to be produced by a responsible authority appointed by the Government. The responsible authority is yet to be officially confirmed but is likely to be the Local Nature Partnership, Cambridgeshire County Council or similar body. These strategies will be developed with stakeholders to map important habitat areas where there is an opportunity to improve the local environment to guide BNG and other policies.

However, there is a clear and present need for credible interim guidance from the Local Planning Authority for developers and planners prior to November 2023, as planning applications will require a consistent approach to the provision of BNG, particularly how to support offsite BNG within the GCSPS area.

Interim BNG decision sequence

- 1. Through careful site selection, application of the mitigation hierarchy, good practice and design principles, seek to achieve BNG on site and wherever ecologically feasible aim to achieve a minimum 10% net gain within the red line boundary.**

BNG best practice is to deliver on site (within the red line) and this approach is rewarded through the Defra BNG metric 3.0. However, it is recognised that on many sites practical, sustainable ecological enhancement may not be viable. Onsite BNG invariably forms part of a multifunctional space and may not be the primary function, for example recreational space or Sustainable Urban Drainage Systems. This can lead to compromises in habitat condition and long-term value of the new habitats. In these circumstances offsite BNG provides a more sustainable option. A key policy aim of mandatory BNG is to improve people's access to nature, but this needs to be balanced against the risk of overwhelming the biodiversity goals of the policy, which may favour placing a proportion of BNG offsite, away from public access.

- 2. Where onsite options for BNG are agreed between the LPA and the promotor have been exhausted, compensatory arrangements to provide BNG shortfalls should be provided offsite (outside of the redline boundary) in identified strategic locations. Strategic offsite proposals can be a bespoke scheme devised by the applicant or through purchase of units from a habitat bank provider, provided they meet the guidance set out below for those services.**

BNG has been identified as one of the primary mechanisms for the restoration of biodiversity across the UK and the local need is recognised within the Natural Cambridgeshire Doubling Nature vision. To achieve the vision, a strategic approach to habitat creation and enhancement will be required in line with the Lawton principles of more, bigger, better and more joined up. This will require focus on improving the condition of existing designated biodiversity sites (must demonstrate additionality), increasing their size, and improving connections between them by creating stepping-stones and corridors of biodiversity rich habitats.

Where off-site habitat measures are required, they must provide UK habitat assessment surveys to agree a baseline metric of the existing offsite habitats, conform to BNG CIEEM/IEMA/CIRIA- Good Practice Principles for Development and seek to deliver strategic BNG as close as feasible to the impacts of the development. The Defra Biodiversity Metric trading rules should also be observed.

This interim guidance considers strategic BNG to be enhanced and new habitats delivered within the developments surrounding Natural Cambridgeshire priority landscape areas such as Cambridge Nature Network, West Cambridgeshire Hundreds and Ouse Valley, (see map below). These provide an interim Local Nature Recovery Strategy. Where proposals are for enhancement to a designated Local Wildlife Sites or Local Nature Reserve, they must provide measurable additionality to existing management arrangements.

The Local Planning Authority will verify the accuracy of the biodiversity value calculations and consider the merits of any off-site net gain measures with reference to Greater Cambridge Local Plan Opportunity Mapping (2021), Natural Cambridgeshire Priority Areas and the Biodiversity Opportunity Maps managed by Cambridge and Peterborough Environmental Records Centre (CPERC). Any scheme of Biodiversity Net Gain must include a mechanism for delivery of the target habitats, management, and monitoring of their condition, and an approach to remediation in the event of targets not being met.

To ensure the delivery of BNG measures, the Councils will seek to secure off site habitat creation and its long-term management (minimum 30 years), through planning obligations, such as Section 106 of the Town and Country Planning Act 1990, where BNG is on land outside the applicant's control.

- 3. If no bespoke strategic site or habitat bank solution is available, opportunities should be explored for a Local community led BNG scheme proximate to the development site. If a development is outside of a Natural Cambridgeshire priority landscape area, then the Greater Cambridge Green Infrastructure Opportunity Mapping, Local Wildlife Site Register (managed by CPERC), and Parish Plans (where available) should be used to identify appropriate locations near the development impact.**

As previously raised, BNG should not be delivered on Local Wildlife Sites that are in good condition where there are existing commitments, duties or requirements to manage them for nature conservation. Proposals for Local Wildlife Sites must demonstrate additionality to existing management and not support management that should already be undertaken by a public body. Sites in private ownership that are in poor condition may be suitable for BNG contributions for enhancement.

When considering local BNG proposals the LPA will be seeking to ensure that the BNG is the primary use of the space, is ecologically viable and not subsidising green infrastructure requirements for a Parish or development. Proposals will require agreement by the LPA ecologist that they provide a long-term benefit to local biodiversity that is compatible with other site uses such as recreational space or sports pitches.

- 4. If the above options have not identified a suitable scheme, then the offsite BNG should be delivered within a recognised habitat bank elsewhere within the Greater Cambridge area.**

This scenario allows for strategic delivery of BNG; however, it is the least desirable option as it is removed from the immediate impact of the development on both local biodiversity and the local community.

- 5. From November 2023 the Government will announce the provision of “off the shelf” biodiversity credits that will be available through Defra, wherein developers will be able to purchase credits for offsetting taking place at strategic biodiversity sites within England.**

Interim Assessment Criteria for Strategic Habitat Banks

For strategic habitat banks established prior to the proposed national register the LPA will not provide an accreditation or specific endorsement. Proposed offsite BNG offers will be reviewed on a case-by-case basis through the application process to ensure they meet the criteria outlined by Defra and follow BNG best practice principles. Habitat bank Biodiversity Unit credits will be recognised for habitat enhancement or creation in advance of development, provided the works began after January 2020 and clear baseline evidence is available. Strategic Habitat bank sites will be assessed against the following criteria:

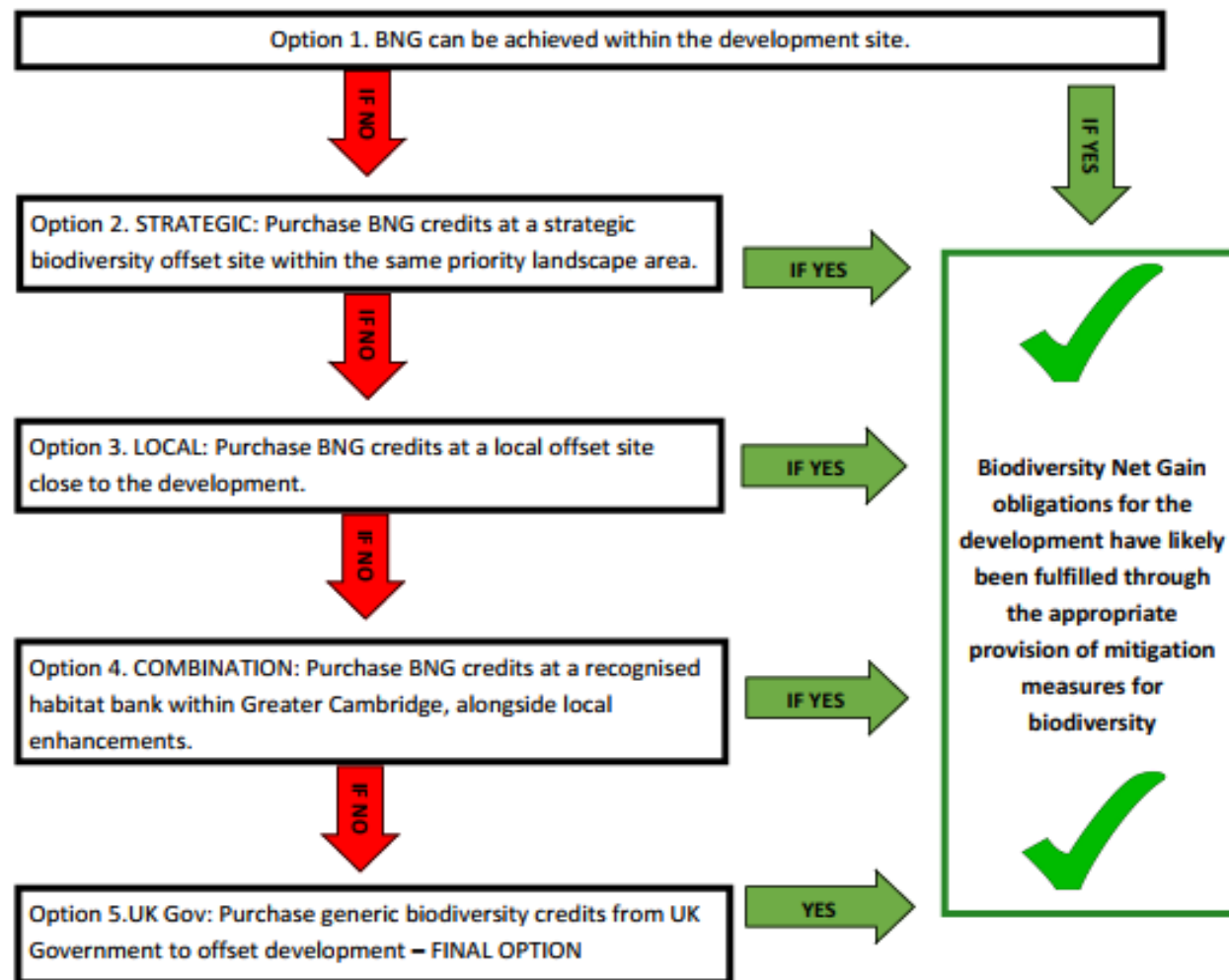
- **Location:** Located within a recognised strategic biodiversity location, for example Cambridge Nature Network, Natural Cambridgeshire Priority Landscape Areas or identified within Greater Cambridge Green Infrastructure Opportunity Mapping
- **Habitats:** baseline habitats are surveyed, and appropriate priority habitats are planned.
- **Scale:** Site is over 40 hectares or forms part of a 100-hectare wider priority habitat unit
- **Governance:** The site can be privately owned or managed by a public body or a non-statutory conservation provided that a minimum 30-year creation / enhancement and management plan is in place and can be secured for the proposed development through S106 or similar agreement.

Please also see the Greater Cambridge Biodiversity SPD 2022 which can be found here: <https://www.greatercambridgeplanning.org/current-plans-and-guidance/greater-cambridge-biodiversity-supplementary-planning-document/>

The four graphics on the following pages are provided for context and to help the reader better understand the process of deciding on the siting of BNG, as well as the spatial opportunities and local landscape character. The graphics include;

1. **A BNG offsite decision flowchart that steps through the logical sequence of how BNG siting should be considered as development mitigation and is in line with current thinking and guidance from DEFRA.**
2. **This first map displays Greater Cambridge National Character Areas, which broadly reflect underlying geology and thus predict predominant soils and vegetative communities across the Greater Cambridge area.**
3. **This second map displays Greater Cambridge Landscape Priority Areas, such as those suggested by Natural Cambridgeshire and the Cambridge Nature Network.**
4. **This last map displays those sites designated for nature conservation interests across Greater Cambridge.**

Biodiversity Net Gain (BNG) offsite decision flowchart



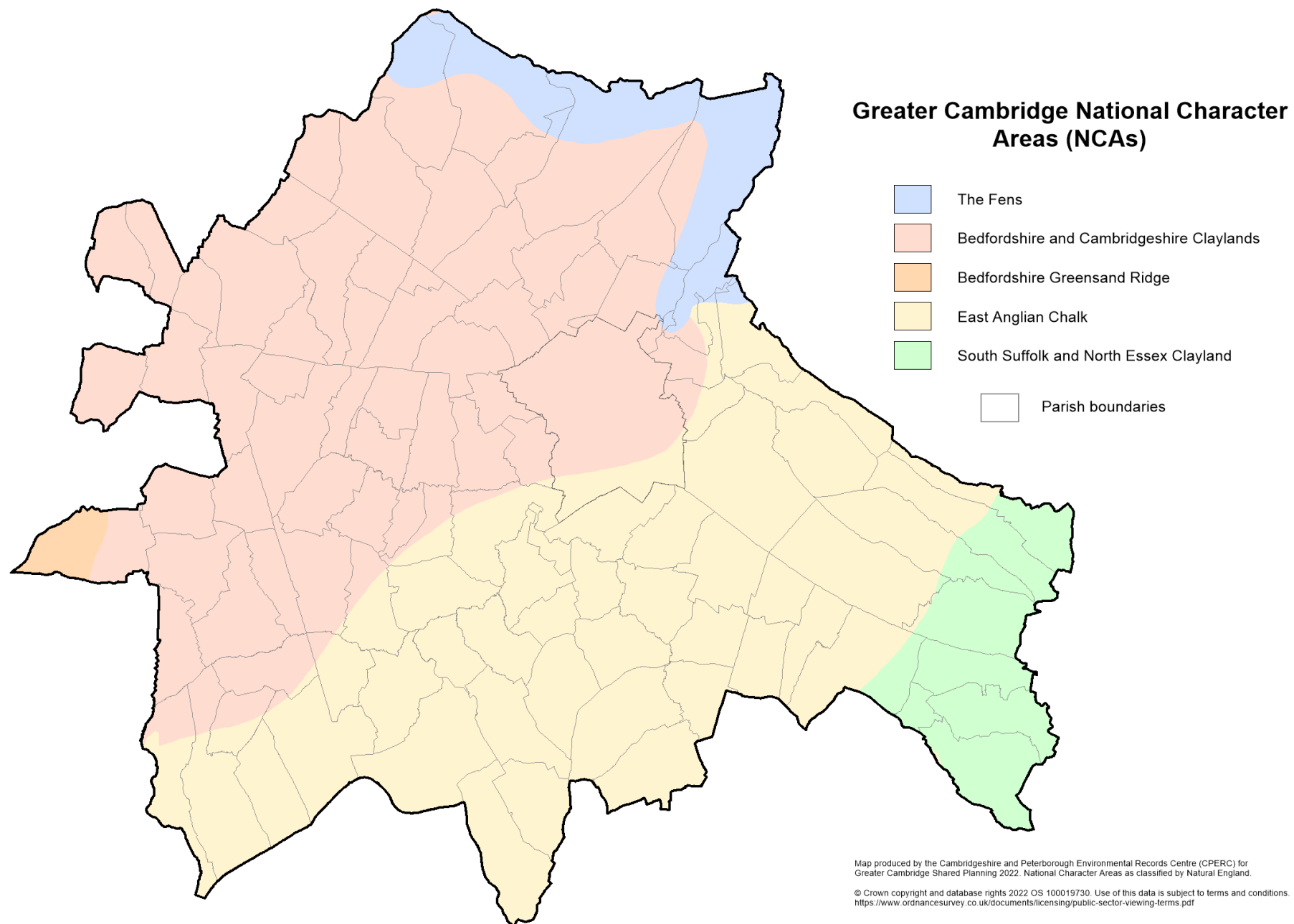
GUIDANCE NOTE:

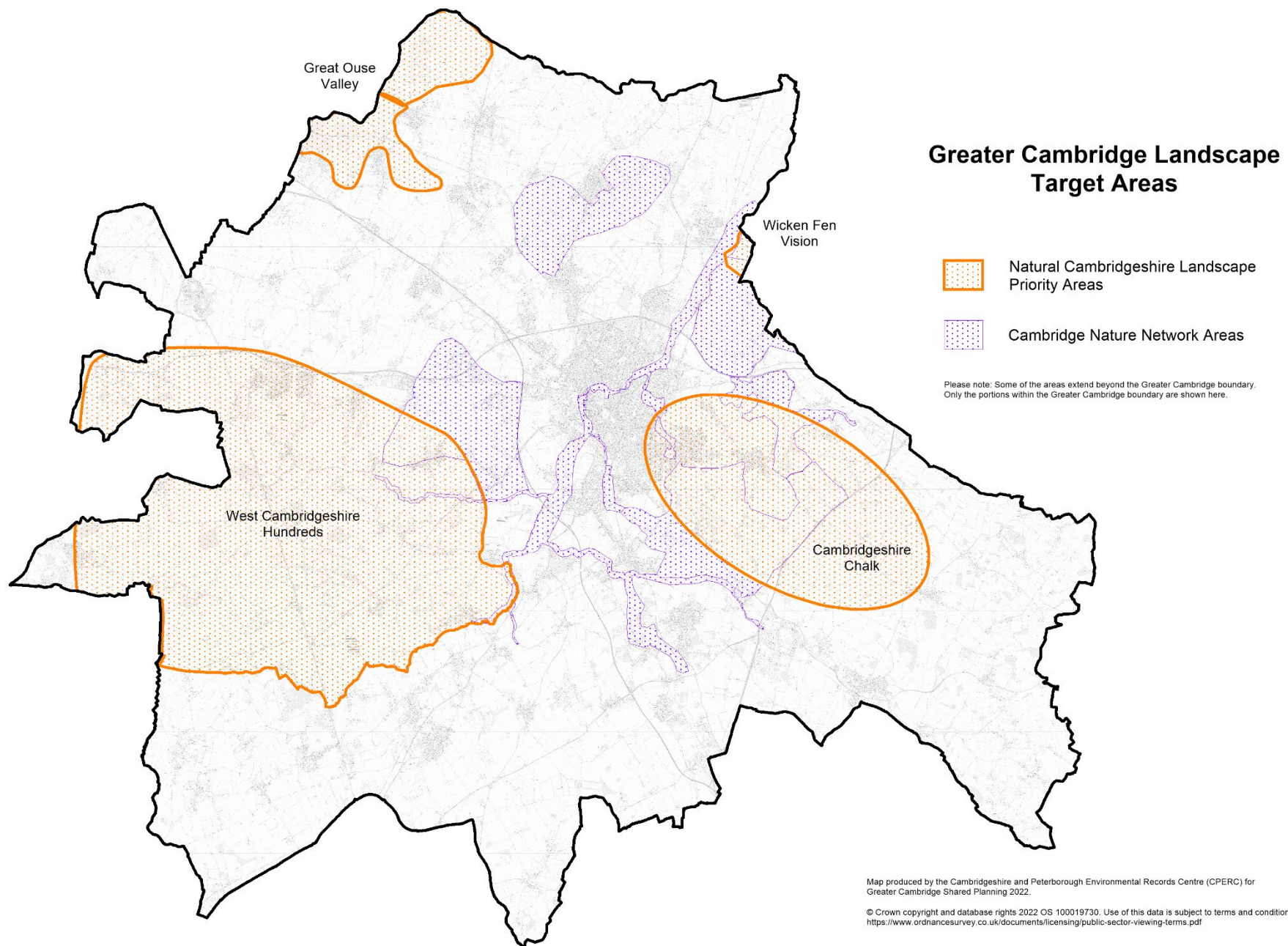
AT ALL TIMES the Mitigation Hierarchy must be followed by developers who should also ensure that their scheme provides evidence of high quality, appropriate Landscaping and Green Infrastructure features onsite, which if undertaken properly can count towards the overall BNG score for the development within the Defra Metric 3.1. The inclusion of bird and bat boxes etc will not add to the BNG score but will enhance the site for biodiversity along with other features.

All BNG wherever located must demonstrate that it has a 30-year management plan at minimum, has a legal agreement with the LPA for delivery and maintenance and passes the viability and sustainability tests.

Options criteria

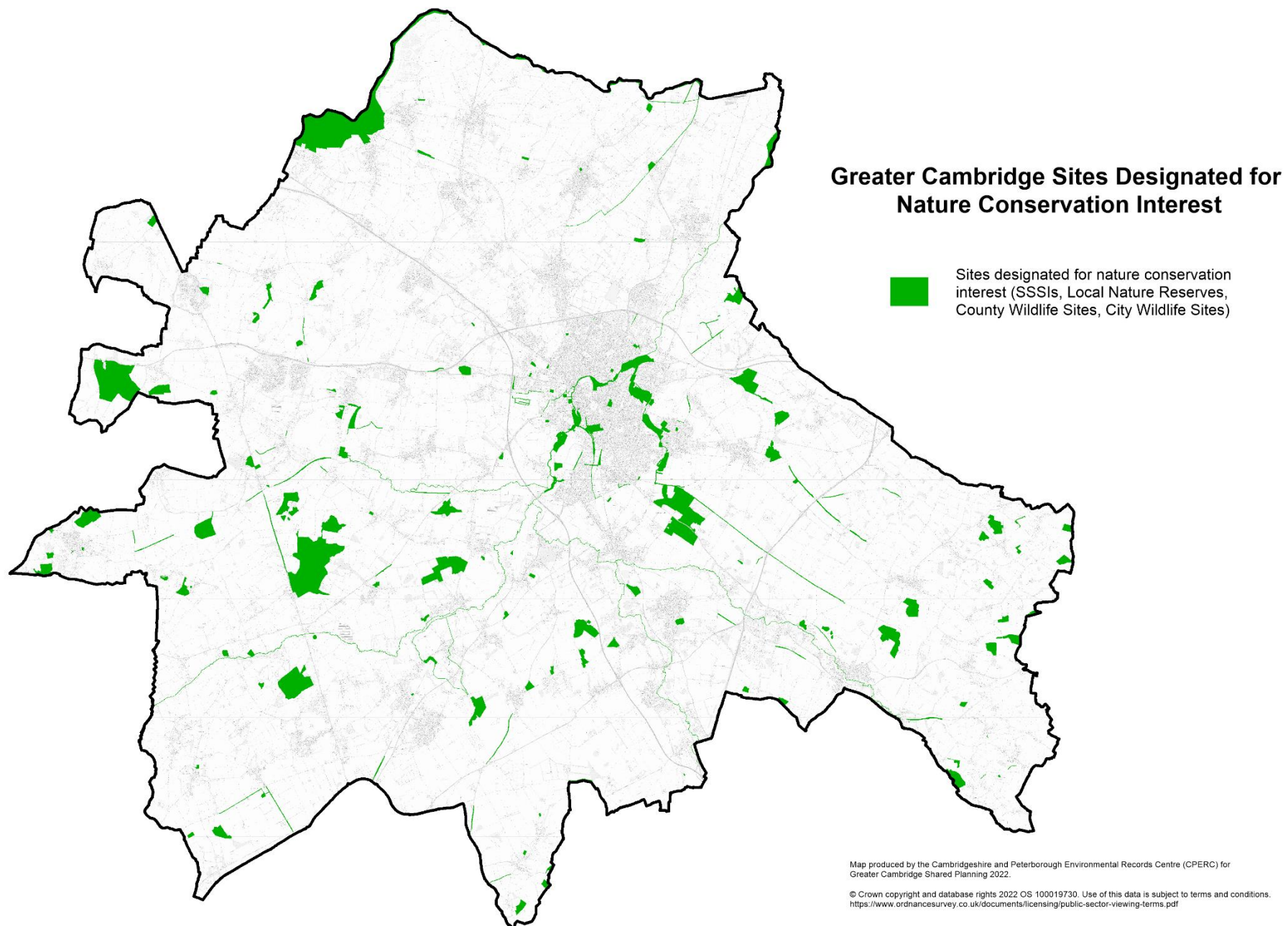
1. All BNG delivered is within the redline boundary of the development
2. Within the same priority landscape area; Bespoke site or larger habitat bank.
3. Proximate to development site; Parish or community led project.
4. Within Greater Cambridge geography; Recognised habitat bank / Local.
5. Details to be announced by DEFRA in 2023.





Map produced by the Cambridgeshire and Peterborough Environmental Records Centre (CPERC) for Greater Cambridge Shared Planning 2022.

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Emerging local habitat banks

Currently, there are advance habitat creation mitigation sites being set up in Greater Cambridge in order to meet the anticipated need for offsite biodiversity net gain mitigation from development. These sites are being created, run and managed independently of any directive by the Local Planning Authority or its constituent Councils, but are important and necessary as the mandatory Biodiversity Net Gain requirement comes into law from November 2023, and will thus ensure that Greater Cambridge are day-one ready to appropriately mitigate for biodiversity loss from development in this LPA area.

Work for the Cambridge Nature Network has identified opportunities to create significant areas of new habitat which would meet the needs for BNG locally. These can either be progressed in line with demand or created in advance of development as habitat banks. Pilot BNG work in the Cambridge Nature Network, funded by Natural England, has already created some habitat banks, for example 20 acres of new habitat at Wandlebury Country Park.

An example of a larger site is Lower Valley Farm (see image below), a 140 Hectare arable farm, owned by the County Council just outside the village of Fulbourn, in South Cambridgeshire. The farm is the location of a pilot advance habitat bank project set up and managed in partnership with Bidwells, a local land agent, who will run a scheme on the site to advance-create habitats in order to offset biodiversity losses from developments taking place elsewhere. This project will support the interim BNG offsite approach being suggested in this document, and the more formal approach that DEFRA will announce in 2023. For more information on that specific project, please visit the following linked webpage for more details. ([webpage link here](#)).



From November 2023 DEFRA will regulate the process of habitat bank creation and require projects to comply with rigorous criteria for their creation, management and evidence of positive conservation outcomes. More can be found [here](#) at the regularly updated Planning Advisory Service website about Biodiversity Net Gain.

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Item

Greater Cambridge Local Development Scheme and Greater Cambridge Local Plan First Proposals representations

Key Decision

To:

Councillor Katie Thornburrow, Executive Councillor for Planning and Infrastructure

Planning & Transport Scrutiny Committee 28 June 2022

Report by:

Stephen Kelly, Joint Director of Planning and Economic Development
Tel: 01223 457009 Email: stephen.kelly@greatercambridgeplanning.org

Wards affected:

All

1. Executive Summary

- 1.1. This report provides an update on the results of the consultation on the Greater Cambridge Local Plan First Proposals (Preferred Options) held in late 2021 and the representations received, and seeks agreement to a revised timetable for future stages of the Local Plan, and also of the North East Cambridge Area Action Plan, as set out in an update to the Greater Cambridge Local Development Scheme. Both plans are being prepared jointly between Cambridge City Council and South Cambridgeshire District Council. A mirror report will be considered by South Cambridgeshire's Scrutiny and Overview Committee on 23 June and by Cabinet on 11 July 2022.
- 1.3 The First Proposals (Preferred Options) consultation was held between 1 November and 13 December 2021. The consultation set out the Councils' preferred approach to the level of growth that should be planned for, where it should be planned, and identified the planning policies the Councils proposed to prepare that would shape development and guide planning decisions. The purpose of the

consultation was to invite responses to these proposals before the Councils developed the approaches into detailed planning policies. The responses have now been registered and have been published on the councils' website. This report provides an overview of the consultation and is accompanied by a Consultation Report for members to note.

- 1.4 Looking ahead to future next stages of plan-making, the Planning and Compulsory Purchase Act 2004 (as amended) requires that Local Planning Authorities must prepare and maintain a plan-making timetable, recorded in a Local Development Scheme (LDS). The current LDS was adopted in 2020, and there have been a number of changes in circumstance affecting both plans which now necessitate an update to the LDS. The changes to the plan-making timetable proposed reflect both the opportunities and the complexity of issues being addressed by the plans, and the relationship with processes being undertaken by other organisations such as Water Resources Plans that will set out plans for future water supply, and the Development Consent Order for the relocation of the Cambridge Waste Water Treatment Plant.

2. Recommendations

2.1. The Executive Councillor is recommended to:

- i. Note the representations made to the Greater Cambridge Local Plan First Proposals (Preferred Options) consultation and the report on the consultation at Appendix 1.
- ii. Agree to adopt the updated Local Development Scheme for Greater Cambridge included at Appendix 2 of the report, to take effect from Monday 1st August 2022.
- iii. Agree to grant delegated authority to the Joint Director of Planning and Economic Development, in consultation with the South Cambridgeshire District Council Lead Cabinet member for Planning and the Cambridge City Council Executive Councillor for Planning and Infrastructure (in consultation with chair and spokes), to make any minor editing changes and corrections identified to the updated Local Development Scheme for Greater Cambridge included at Appendix 1 of the report prior to publication.

3. Background

Greater Cambridge Local Plan First Proposals Consultation Report

The First Proposals consultation

- 3.1 The Greater Cambridge Local Plan First Proposals consultation was held jointly by Cambridge City Council and South Cambridgeshire District Council between 1 November and 13 December 2021. A report on the consultation is provided in Appendix 1 of this report.
- 3.2 The consultation approach built upon methods used in the First Conversation consultation in 2020. Comments were invited via a digital website version as well as a standard document. Comments could also be provided via an anonymous quick survey.
- 3.3 A range of events were held during the consultation period. A number of in person events were held, along with a series of online webinars covering key topics and explaining how to get involved.
- 3.4 The First Proposals included proposed approaches regarding:
- a vision and aims for the plan;
 - objectively assessed needs for jobs and homes;
 - the development strategy proposed for Greater Cambridge for the plan period 2020-2041 and beyond;
 - new site allocations for housing, mixed use and employment development to meet the identified needs; and
 - a suite of ambitious policy approaches to provide a framework for development management decisions that respond to the overarching themes of climate change, biodiversity and green spaces, wellbeing and social inclusion, great places, jobs, homes and infrastructure.
- 3.5 The purpose of the consultation was to invite responses to these proposals before the Councils developed the approaches into detailed planning policies, which would then be subject to consultation as part of a full draft plan.
- 3.6 The First Proposals made clear that the proposed development strategy was contingent upon there being clear evidence that water supply challenges could be addressed before the plan moved to the draft plan stage. Further to this, the First Proposals also acknowledged that there

were factors outside the plan-making process that impact on the deliverability of key strategic sites in the plan, which will need to be addressed in future stages of plan-making. These include Cambridge Waste Water Treatment Plant relocation, Cambridge Airport relocation and the proposed East West Rail line between Bedford and Cambridge.

Responses to the consultation

- 3.7 Responses to the consultation have now been processed and published, and can be found in full on the Greater Cambridge Planning website.
- 3.8 In summary:
- Approximately 4,100 comments were made on the First Proposals, by 625 different respondents (this includes comments received online or input having been received by other means e.g. email)
 - The quick survey received 5,551 answers or comments from 598 unique respondents.
- 3.9 The First Proposals also provided the opportunity to submit further site suggestions, adding to the 650 that had already been received to the call for sites processes carried out in 2019 and 2020. New information could also be submitted, with many promoters responding to the assessments of their sites that was included in the Greater Cambridge Housing and Economic Land Availability Assessment. In total:
- 30 new sites were received.
 - 184 sites had new information submitted which in some cases included revisions to site boundaries
- 3.10 The Greater Cambridge Local Plan First Proposals Consultation Report included at appendix 1 provides a high level summary of the consultation responses.
- 3.11 As a brief overview of the key issues raised:
- Strategy
 - Vision and aims: general strong support
 - Development levels: mixed responses – comments supporting higher levels of development pointed to the need to support the economy; comments advocating lower levels of development noted

concern regarding the impact of development on water resources and biodiversity

- Overarching Strategy: mixed responses – support for locating development at strategic sites close to transport infrastructure thereby limiting climate impacts, and limiting village development; conversely, substantial concern from site promoters about over-reliance on uncertain delivery at a few strategic sites, with the associated need to distribute development more widely at a range of sites across the rural area; very strong concern regarding raising concern about inadequate water supply
- New strategic sites identified in the First Proposals: some support for North East Cambridge but strong concern about the impacts of the Cambridge Waste Water Treatment Plan relocation; general support for allocation of Cambridge East; support for expansion of Cambourne in relation to rail station provision, but concern about delivery of the railway, and concern about overdevelopment and sprawl in this location; few comments regarding Babraham Research Campus.
- New smaller sites identified in the First Proposals: mixed responses – strong concern about a range of impacts from proposed development at Land between Hinton Way and Mingle Lane, Great Shelford; concern regarding overdevelopment at Melbourn, and concern about a range of impacts from proposed development at Land at Mansel Farm, Oakington.
- Themes:
 - Climate change: strong support for ambitious net zero carbon building standards; concern given the climate crisis whether the policies go far enough.
 - Biodiversity and green spaces: strong support for 20% Biodiversity Net Gain and green infrastructure ambitions; detailed comments about the implementation of these.
 - Wellbeing and Social inclusion: support for this priority and the policies within the theme; comments raised about the detail and implementation of these.
 - Great places: support for this priority and the policies within the theme; comments and ideas raised about the detail and implementation of these.
 - Jobs: support for most policies; mixed responses about how flexible the approach should be to new employment proposals in relation to uses and location.

- Homes: support for most policies; policies generating most debate included affordable housing, specialist housing and homes for older people, and gypsy and traveller provision.
- Infrastructure: support for most policies; particular focus on sustainable transport, parking and electric vehicles, and the importance of planning effectively for infrastructure in general.

- 3.12 This report does not seek to respond to the representations. Officers will now review the comments received in detail, exploring the issues to inform the development of preferred policy approaches.
- 3.13 Responses to the issues raised will be prepared and form part of future reports to members as the local plan is developed.

The Greater Cambridge Local Development Scheme

- 3.14 The Planning and Compulsory Purchase Act 2004 (as amended) requires Local Planning Authorities to prepare and maintain a Local Development Scheme (LDS), and states that Development Plan Documents (including the Local Plan and any Area Action Plans) must be produced in accordance with it. The Greater Cambridge LDS provides information on the documents that the Cambridge City Council and South Cambridgeshire District Council intend to produce to form their planning policy framework and sets out the timetable for their production. The LDS is designed to help the local community and all our partners interested in development and the use of land and buildings in Greater Cambridge to understand what plans the Councils have and intend to produce.
- 3.15 The LDS sets out the broad timetable for the preparation of the joint North East Cambridge Area Action Plan (NECAAP) and the joint Greater Cambridge Local Plan (GCLP). The current Greater Cambridge Local Development Scheme was adopted by the Councils in July 2020. The table below presents content from the 2020 LDS, setting out the future stages and timings for NECAAP and GCLP respectively.
- 3.16 The adopted LDS makes clear that there is a direct relationship between the plan making timetable and the timing and outcome of the Cambridge Waste Water Treatment Plant (CWWTP) Development Consent Order (DCO). It states that 'If the Local Plan assessment of options were to identify an appropriate strategy or policy approach that includes the NEC site as potentially making an important contribution to

the development strategy and delivery of homes and jobs, it would be necessary to align the AAP and Local Plan to parallel timetables so that Proposed Submission consultation on both plans takes place after the DCO outcome is known, in order to provide certainty on the relocation of the CWWTP and confidence in the site capacity and delivery trajectory for NEC and the role it could play in the overall development strategy for Greater Cambridge.’

Table 1: Future plan-making stages as set out in the current LDS adopted in 2020

| Plan | Draft Plan stage | Proposed Submission consultation | Submission to government |
|---|-------------------------|---|--|
| NECAAP | Summer 2020 (completed) | Autumn 2023 Note: to follow outcome of Cambridge Waste Water Treatment Plant (CWWTP) DCO | Spring 2024 Note: subject to the outcome of Cambridge CWWTP DCO |
| GCLP: <u>Option 1</u> - GCLP runs ahead of the NECAAP | Summer 2022 | Spring 2023 | Autumn 2023 |
| GCLP: <u>Option 2</u> - Align the Local Plan and the NECAAP processes | | Autumn/Winter 2023 | Spring 2024 Note: subject to the outcome of Cambridge CWWTP DCO |

3.17 The Local Development Scheme states that it will be updated or reviewed where the need to do so is identified. At this point in the plan making process a number of issues have arisen including changes in circumstances since the LDS was prepared that warrant a review.

Key issues informing an updated LDS

- 3.18 As noted above at 3.6, the First Proposals (Preferred Options) was clear about a number of key factors that could impact on the development strategy included in the consultation, including water supply, Cambridge Waste Water Treatment Plant relocation, Cambridge Airport relocation and East West Rail. An update on these issues and their impact on the revised LDS is provided below.

Water

- 3.19 Our evidence accompanying the First Proposals highlighted the challenges that exist with the availability of a sustainable water supply to serve identified needs in light of climate change. The First Proposals was clear that the proposed strategy was contingent upon evidence being available during the preparation of the new plan that demonstrates that a sustainable water supply will be provided to support the preferred option that does not cause unacceptable environmental harm. As noted above, representations to the First Proposals, including from the Environment Agency, highlighted the significance of this issue.
- 3.20 The Councils continue to engage with all relevant bodies in the water resource planning process. Water Resources East is due to consult on its draft Water Resources Regional Plan for Eastern England to 2050 in autumn 2022; Cambridge Water and Anglian Water will also consult around the same time on their draft 25 year Water Resources Management Plans covering Cambridge and its surroundings.
- 3.21 Given the above issues, the revised GCLP timetable set out in the LDS programmes draft plan consultation later than in the 2020 LDS, to allow for a greater level of certainty on the key issue of water supply, that is expected to come from the draft water resource plans. It is also proposed to include an additional committee stage for Members to consider this and other key issues and to confirm the development strategy ahead of drafting the full plan (see section 4 below). The Councils will continue to keep under review the content of the GCLP and the timetable set out in the LDS in relation to this critical issue.
- 3.22 The Preferred Options identifies that key major infrastructure proposals being developed by other organisations are significant in the opportunities they provide for some of the new strategic sites identified to respond to identified needs for jobs and homes. The evidence available in terms of the timing, and certainty over delivery of these major infrastructure projects, is also important in the revised timetable for the new Local Plan. Taking each of these in turn:

North East Cambridge and Cambridge Waste Water Treatment Plant (CWWTP) Development Consent Order (DCO)

- 3.23 Evidence supporting the GCLP identifies that North East Cambridge is the most sustainable location available for development within the Greater Cambridge area. Plans for the site have been led to date via the NECAAP on the back of policies in the adopted 2018 Local Plans allocating the site for redevelopment (although the 2018 plans make no reliance on any development in the plan period to 2031), which reflect the planning benefits of regeneration of this brownfield site that have long been recognised by the Councils. The Proposed Submission NECAAP was agreed by the Councils in January 2022 for publication and consultation to take place only if and when the CWWTP DCO has been approved. The role of NEC is confirmed as a key part of the emerging GCLP development strategy having considered the benefits of the site compared with all other reasonable spatial options.
- 3.24 Effective and efficient development of the NEC site is dependent the relocation of the Cambridge Waste Water Treatment Plant (CWWTP) via a separate Development Consent Order (DCO) process that Anglian Water is undertaking. Publication of the Proposed Submission version of the GCLP is dependent on the outcome of the DCO process, similarly to the NECAAP. The timetable for the DCO has been amended since the assumptions underpinning the 2020 LDS, with the outcome of the DCO process now anticipated in Winter (early) 2024 rather than Autumn 2023. The LDS needs revising to account for this.
- 3.25 Officers are mindful of the role that the emerging Local Plan and Area Action Plan will play in the Development Consent Order process to relocate the CWWTP, in demonstrating the substantial planning benefits that relocation of the CWWTP will enable. This is acknowledged in the 2020 LDS (paragraph 10). From officers' initial consideration of the representations received to the Local Plan Preferred Options consultation, it does not appear that any new substantive issues have been raised that the Councils were not aware of in making the decision to agree the Proposed Submission Area Action Plan (Regulation 19) that go to the principle of the planning merits of the site, although there are representations addressing the details of the proposed development, some of which propose further development within the North East Cambridge area. These will be given further consideration as the plan progresses. As such, it is not anticipated that the results of consultation would impact on the LDS timetable for the Local Plan and Area Action Plan, or indeed the role

that North East Cambridge can play as a strategic site at the heart of the development strategy, reflecting the evidence supporting the emerging Local Plan that North East Cambridge is the most sustainable location for development in Greater Cambridge. This is subject to a full consideration of the representations as part of the Local Plan process, plus updating of relevant evidence including reviewing and as necessary updating the Sustainability Appraisal. However, at this point, officers take the view that from the review of the representations so far carried out, there is no material risk to progressing the Area Action Plan as set out in the updated LDS, or including North East Cambridge as a key part of the development strategy in the Local Plan to make an important contribution to meeting development needs, subject to the DCO being approved.

Cambridge East and Cambridge Airport relocation

- 3.26 The First Proposals include allocating Cambridge Airport for strategic scale development. This reflects the vision for a new sustainable urban quarter to Cambridge originally planned in the joint Cambridge East Area Action Plan 2008, but unable to come forward in the 2018 Local Plans because Marshall advised at that time that the Airport site would not be available for development in the period covered by the adopted plans to 2031. The earlier allocation was therefore converted in the 2018 Local Plans to safeguarded land for future development if the site became available, that could only come forward through a review of the Local Plans. The proposed allocation in the Preferred Options comprises the safeguarded land and reflects advice from Marshall that it intends relocating its aerospace and defence business to a preferred site at Cranfield Airport. Marshall supports the proposed allocation and has advised that it is confident that the proposed allocation can be delivered as envisaged in the First Proposals, noting that it aims to submit a planning application at Cranfield in autumn 2022. This issue has not affected the dates in the revised LDS.

Cambourne Expansion and East West Rail

- 3.27 The First Proposals identifies Cambourne as a broad location for future growth in the 2030's to respond to the opportunity that would be provided by the proposed East West Rail Bedford to Cambridge line that includes a station at Cambourne. Noting the uncertainty about the exact station location and timing of delivery, the First Proposals says that future work would need to be completed to confirm the exact location, scale and type of development. The consultation assumed that 1,950 homes would be delivered here to 2041.

- 3.28 The Councils will monitor progress with the EWR project and will need to keep under review implications of any potential uncertainty around EWR on the Preferred Options development strategy as we progress the plan. This issue has not affected the dates in the revised LDS.

4 Updated Local Development Scheme 2022

- 4.1 Drawing on the key issues discussed above, there is a need to revise the 2020 Local Development Scheme timetables to account in particular for changes in circumstances in relation to: evidence to demonstrate an appropriate water supply, change to the timetable of the CWWTP DCO, and allow for appropriate time in the process to deal with the stages following each consultation, noting the complexity of issues and the volume of comments raised by Preferred Options consultation. The changes are as follows.

Timetable to draft plan consultation

- 4.2 In relation to the next stages of plan-making, the proposed revised LDS at Appendix 2 programmes the full draft GCLP consultation for autumn 2023 (a change from summer 2022 in the adopted 2020 LDS). The full draft Local Plan will include the development strategy and sites, and also all the themes covered in the Preferred Options: climate change, biodiversity & green spaces, wellbeing & social inclusion, great places, homes, jobs and infrastructure. The committee process would be undertaken in June/July 2023, following elections. This change allows for the draft regional Water Management Plan to 2050 to be published in autumn 2022 and any implications for the plan considered.
- 4.3 However, before the full draft GCLP is brought to members for proposed consultation in June/July 2023, officers propose an additional stage proposed to bring a report to members in January 2023 to confirm the Preferred Options for the Greater Cambridge Local Plan strategy and sites – this will include consideration of the representations on those issues received to the 2021 Preferred Options consultation, evidence provided by the draft water resource plans, an update to the evidence of needs for jobs and homes, more detailed work on capacity and design principles for the new strategic sites, and an update to other key evidence including the Sustainability Appraisal. This provides the opportunity for the Councils to confirm their preferred options for the strategy and sites before the full draft Greater Cambridge Local Plan is prepared and brought to Members.

Later plan-making stages

- 4.4 As both the Greater Cambridge Local Plan and the North East Cambridge Area Action Plan are predicated on the relocation of the CWWTP, the timing of both Proposed Submission plans must be amended to follow the anticipated date of the outcome of the DCO. If the DCO is approved in Winter (early) 2024, rather than Autumn 2023 as informed the 2020 LDS, it is anticipated that the Proposed Submission Greater Cambridge Local Plan and the North East Cambridge Area Action Plan will be published for consultation in Autumn 2024. This allows for undertaking the Member process in Summer 2024, preparing for publication, and avoiding the summer holiday period with consultation starting in Autumn 2024. This would also follow the anticipated publication of the final Water Resources East Plan and the local water companies' Water Resources Management Plans in Autumn 2023, which is key evidence necessary to demonstrate delivery of the plan.
- 4.5 Following the Proposed Submission plan publications and consultations, the formal representations received will be registered and considered. Assuming no new issues are raised in representations that would require material changes to be made, the plans would then be Submitted for Examination in Summer/Autumn 2025. Note: The Councils have already indicated in the 2020 LDS the intention to keep under review whether it is appropriate to merge the North East Cambridge Area Action Plan into the Local Plan at the Proposed Submission stage.
- 4.6 Following Submission of the plans, the timings of the remainder of the plan-making processes are in the hands of the Inspectors, including how the examinations for the separate plans would be sequenced. Officers propose to seek discussions with the Planning Inspectorate in due course to explore a number of key procedural issues relating to the examination of both plans, including this issue. The changes to the national plan making system proposed by the Levelling Up and Regeneration Bill (see further detail below) may also result in changes to the approach, process and timetable.
- 4.7 The key future stages in the plan making process for both GCLP and NECAAP are shown below in table 2, with the full timetable set out in the updated Local Development Scheme at Appendix 2.

Table 2: Future plan-making stages as set out in the proposed revised LDS 2022

| Plan | Draft Plan stage | Proposed Submission consultation | Submission to government |
|-------------|-------------------------|--|---|
| <u>GCLP</u> | Autumn/Winter 2023 | Autumn 2024 Note: to follow the outcome of CWWTP DCO | Summer/Autumn 2025 Note: subject to the outcome of CWWTP DCO |
| NECAAP | Summer 2020 (completed) | Autumn 2024 Note: Proposed Submission plan agreed in January 2022 for consultation to follow the outcome of CWWTP DCO | Summer/Autumn 2025 Note: subject to the outcome of CWWTP DCO |

5 Relevant issues to the revised LDS

Five year review of policies

- 5.1 Legislation requires Local Planning Authorities to review Local Plans every 5 years from their adoption date, to ensure that policies remain relevant and effectively address the needs of the local community. The Councils are already preparing a successor to their adopted plans, but the South Cambridgeshire and Cambridge Local Plans adopted in 2018 will reach their 5 year anniversaries in September and October 2023 respectively, which is before the new plan will be adopted under both the current and proposed revised LDS.
- 5.2 It is important to note that after the 5 year anniversary, the policies within the Local Plans do not automatically become out of date: applications for planning permission must still be determined in accordance with the development plan unless material considerations indicate otherwise, which is a judgement for the decision-maker.
- 5.3 Ahead of the 5 year anniversary of the plans, officers will bring to members for confirmation a review of the adopted policies against current legislation, national policy and up to date evidence, following the approach set out in national guidance. In particular, following the 5 year anniversary, it is anticipated that Housing Land Supply calculations would need to be tested against Government's Standard Method Local

Housing Need rather than against the adopted plan housing targets; initial estimations based on current assumptions (which are clearly subject to change) are that this Local Housing Need figure will be similar to the adopted 2018 Local Plan targets, and as such this change is not expected to make a significant difference to the Councils' housing land supply position. While we can't prejudge the outcome of the review, there is a reasonable expectation that most of the policies in the adopted plans will be considered to remain up to date and will therefore retain full weight.

Levelling Up and Regeneration Bill

- 5.4 The Levelling Up and Regeneration Bill, published in May 2022, includes relevant provisions regarding plan-making process, including setting out requirements for 'Gateway' checks during production to help spot and correct any problems at an early stage, repealing the Duty to Cooperate, the introduction of National Development Management Policies, and the addition of a new power to prepare 'supplementary plans', where policies for specific sites or groups of sites need to be prepared quickly.
- 5.5 While these new proposals could have significant impacts on the GCLP, the requirement for debate of the Bill, and once enacted the need for consultation on the detail, means that the proposed changes are unlikely to take effect until at least 2024. Further to this, government intends to set transitional arrangements, although there is no clarity at this stage what those will be. Government has stated that in the meantime it expects LPAs to continue to progress their emerging plans. As such, officers recommend continuing to prepare the GCLP as set out above, whilst monitoring the progress of these national proposals.

6 Implications

a) Financial Implications

Page: 14

The plans proposed and timetables are currently anticipated to be within current budgets. This will be kept under review alongside other work priorities.

b) Staffing Implications

The plans proposed are currently anticipated to be delivered within our existing staffing team. This will be kept under review alongside other work priorities.

c) Equality and Poverty Implications

The development plans will each be subject to Equalities Impact Assessment at each stage during their development.

d) Environmental Implications

There is no decision to be made as part of this report in relation to the content of emerging development plans. Notwithstanding, development plans provide an opportunity to address the aspects of the environment that can be influenced by the planning system. These aspects will be considered by a range of evidence including via a Sustainability Appraisal as the plans are prepared. One of the big themes for the Greater Cambridge Local Plan identified in The First Proposals is climate change. Evidence has been produced to inform the plan, including a study on how the plan can assist with the journey towards net zero carbon.

e) Procurement Implications

A large number of evidence base studies have been procured to support plan preparation.

f) Community Safety Implications

The plans provides an opportunity to address aspects of community safety that can be influenced by the physical environment.

7. Consultation and communication considerations

- 7.1 As set out in the report consultation and engagement are a key element of the plan making, and the changes to the process and timetable proposed seek to continue to enable an inclusive plan making process.

8. Background papers

Background papers used in the preparation of this report:

Greater Cambridge Local Plan – First Proposals consultation website,
November 2021

[Greater Cambridge Local Plan - First Proposals | Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](https://www.greatercambridgeplanning.org)

Current Greater Cambridge Local Development Scheme approved in October 2018 and updated in 2019

<https://www.cambridge.gov.uk/local-development-scheme>

9. Appendices

Appendix 1 - Greater Cambridge Local Plan First Proposals Consultation Report

Appendix 2 – Proposed revised Draft Greater Cambridge Local Development Scheme 2022

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

Jonathan Dixon - Planning Policy Manager

Telephone: 07514 925952

jonathan.dixon@greatercambridgeplanning.org

Caroline Hunt – Strategy and Economy Manager

Telephone: 07849 824745

caroline.hunt@greatercambridgeplanning.org

Greater Cambridge Local Plan

Report on First Proposals Consultation 2022

June 2022

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1. Introduction

This report provides an overview of the consultation, and the activities undertaken to encourage participation, and how many people were reached.

It accompanies the publication of the following datasets relating to the development of the Greater Cambridge Local Plan:

- The full record of comments and feedback received during the Greater Cambridge Local Plan First Proposals consultation which took place in late 2021.
- The full record of additional or amended site proposals submitted during or following the First Proposals consultation.

This report does not contain any response from the Councils to the comments received, nor an analysis of the sites in terms of their suitability for development.

In the case of the comments received as part of the First Proposals, a summary of the main issues raised by representations, and how they have been taken into account in the development of the Plan, will be published in the form of a Consultation Statement at the next stages of plan making.

In the case of new and amended site proposals, a full analysis of their deliverability and suitability will be added to an updated version of the Housing and Employment Land Availability Assessment (HELAA). Until sites are chosen as allocations in the Local Plan, they have no status as potential development sites.

All the datasets, including maps, can be viewed and downloaded from the Greater Cambridge Shared Planning service website. Sites can also be viewed on an interactive map on the Greater Cambridge Planning Local Plan Site Submissions webpage.

2. About the First Proposals consultation

The First Proposals consultation as a 'preferred options' consultation forms part of the established process for developing a Local Plan. The First Proposals consultation forms part of the regulation 18 consultation stage under the Town and Country Planning (Local Planning) (England) Regulations 2012. The purpose of the consultation is to invite responses about what should be in the Local Plan, from residents and businesses as well as stakeholders and other organisations.

Previous consultation and engagement was carried out in 2019 and 2020, which informed the development of the First Proposals. Further information on the previous stages can be found in the [Greater Cambridge Local Plan Consultation Statement First Proposals \(preferred options stage\) \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org/greatercambridgeplanning.org/first-proposals-preferred-options-stage)

The First Proposals consultation was open for six weeks from 9am on Monday 1 November 2021 to 5pm on Monday 13 December 2021.

The First Proposals (preferred options) set out our preferred approach to the level of growth that should be planned for, and where it should be planned. It describes the planning policies we proposed to prepare that would shape development and guide planning decisions. It set out why we identified these approaches against the alternatives available.

The purpose of the consultation was to invite responses to these proposals from residents and businesses as well as stakeholders and other organisations, to hear views before we develop the approaches into detailed planning policies.

Comments were invited on the main First Proposals (Preferred Options) 'document' which was published in a digital format as well as a standard document. We also consulted on the following supporting documents during the consultation period:

- The Sustainability Appraisal of the First Proposals document
- Habitats Regulation Assessment

During the consultation period, extensive outreach and communications activities took place in order to engage our communities as fully as possible. The aims of the communications and engagement plan were:

- Encouraging participation and engagement – explaining why the Local Plan is important and affects citizens' lives on the ground.
- Demystifying the process of creating a Local Plan, and managing expectations of what a Plan can and can't do.
- Communicating the 'big ideas' and the vision for the Plan.
- Ensure there is accurate and timely information accessible to all.
- Explain why difficult decisions have been made.
- Thinking outside the box – gathering ideas we might not think of otherwise – from internal and external sources.
- Testing ideas – 'kicking the tyres' – is it fit for purpose, what kind of challenges are we likely to face in the later plan-making stages?

- Testing the detail – benefitting from wider knowledge in the community and specialist stakeholders on specific theme/policy and sites, ensuring policy detail is well drafted and effective.
- Helping to gather evidence for why the draft Local Plan emerges in the form it eventually takes.
- Meeting and exceeding the requirements set out in our [Statement of Community Involvement](#)

The First Proposals consultation document, and all the supporting documents were available for inspection:

- on the Greater Cambridge Shared Planning Service website www.greatercambridgeplanning.org/localplan
- by appointment at Cambridge City Council's Customer Service Centre: Mandela House, 4 Regent Street, Cambridge, CB2 1BY (phone 01223 457000);
- by appointment at South Cambridgeshire District Council Reception: South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA (phone 01954 713000);
- at Cambridge Central Library (7 Lion Yard Cambridge CB2 3QD) and Cambourne Library (Sackville House, Sackville Way, Cambourne, Cambridge CB23 6HD) during normal opening hours.

A number of events were held during the consultation period, as follows:

- 7 September 2021 Pre-Committee Webinar on the Local Plan First Proposals.
- 4 November, 12-1pm: Online event: About the plan and how to comment.
- 10 November, 12-1pm: Online event: Explore the numbers for jobs and homes.
- 10 November, 6-8pm: Local Plan attended the [Cambridge East Community Forum](#)
- 11 November, 12-1pm: Online event: Explore the sites and spatial strategy.
- 11 November, 4-7pm: In-person drop-in event: Clay Farm community centre
- 13 November, 10am-1pm: In-person drop-in event: Melbourn Hub
- 17 November, 6pm: Local Plan team attended the [North West and West Cambridge Community Forum](#)
- 18 November, 5:00-6:00pm: Online event: Climate Change and Water Usage
- 18 November, 4.30-7.30pm: In-person drop-in event: Cambourne Hub
- 18 November, 6.30pm: Local Plan team attended the [North Area Committee](#)
- 19 November, 10am-12pm: Local Plan team attended the Abbey People community coffee morning, Barnwell Hub
- 20 November, 10am-12pm: In-person drop-in event: Barnwell Hub
- 24 November, 12-1pm: Online event: Biodiversity and green spaces

- 24 November, 6pm, Local Plan team attended the Cambourne and Bourn Community Forum
- 25 November, 12-1pm: Online event: North East Cambridge: the Area Action Plan and the Local Plan.
- 25 November, 3-7pm: In-person drop-in event: Arbury Community Centre
- 25 November, 6.30pm: Local Plan team attended the [West Central Area Committee](#)
- 27 November, 9am-12pm: In-person drop-in event: Great Shelford Farmers Market
- 29 November, 7pm: Local Plan team attended the [South Area Committee](#)
- 2 December, 6.30pm: Local Plan team attended the [East Area Committee](#)

A series of additional events were held to assist and encourage participation from hard to reach groups

- 17 November, 10am-12pm: In-person drop in event focusing on gypsy traveller issues: Cottenham
- 24 November, 10am-12pm: In-person drop in event focusing on gypsy traveller issues: Cottenham
- 25 November, 10-11am: In-person drop in event focusing on gypsy traveller issues: Blackwell, Milton
- 2 December, 10-11am: In-person drop in event focusing on gypsy traveller issues: New Farm, Whaddon
- Cambourne Soul youth club
- Milton youth club

A range of methods of notification were used to inform the public about the consultation including:

- Public notice in the Cambridge Independent;
- Joint Cambridge City Council and South Cambridgeshire District Council news releases;
- Email to those requesting to be notified on our databases and through other communications channels;
- Articles in Cambridge Matters & South Cambs Magazine, and wider local media engagement;
- Social media campaign including paid and organic posts across social media channels and into local groups;
- Posters (available to download, paper copies available on request, distributed to venues such as libraries);
- Handouts at pop up events.

Respondents could request to be notified of future stages of plan making, including consultations, and the receipt of inspection report at the end of the Examination, and adoption of the document.

3. Who did we reach with the consultation?

We used many channels and methods to reach out to communities and stakeholders. These different channels, and the numbers reached by each are summarised below.

Notifications to our mailing lists at the start of the consultation:

- Statutory consultees on the merged Cambridge City database and South Cambridgeshire database (313)
- Individuals who had opted in to receive emails about the Local Plan, or general planning matters, on the merged Cambridge City database and the South Cambridgeshire database (1127)
- Residents associations (153) and Parish Councils (109)
- We emailed all elected members at both Councils
- We also encouraged other service areas to use their databases to spread the word.
- We sent letters to those statutory consultees and opted-in individuals on our database, where we do not have an email address contact for them.

Website hits

5,665 unique pageviews of the Local Plan webpage on the Greater Cambridge Shared Planning website, during the consultation period. This compares to 4,810 unique pageviews during the First Conversation consultation – an increase of 18%.

Social media

The Councils' social media accounts were used to advertise the consultation and events. Information was posted throughout the consultation on various platforms including facebook, twitter, Instagram and youtube. Early posts introduced the consultation and how to get involved. Later posts were used to highlight the webinars, and particular issues that the consultation was addressing, including extracts from key policy proposals.

The total reach for Local Plan consultation-related advertising on Facebook was around 240,000 users between 1 November and 13 December. In broad terms, the posts targeted people who said they were located in Cambridge plus 13 miles.

From 1 November to 13 December twitter users saw tweets about the Greater Cambridge Local Plan consultation on Twitter 38,542 times.

Social Media posts also linked to a series of short videos highlighting key issues the plan would address and encouraging people to get involved. These videos were hosted on YouTube. The Councils' used YouTube's advertising feature to help promote the videos to users already on the site. In total the videos on YouTube were accessed over 120,000 times.

The videos are available of a [Greater Cambridge Local Plan First Proposals Consultation YouTube playlist](#).

Examples of social Media Graphics:





Events

- Members of the public engaged at in-person and online events run by the Shared Planning Service: approx. 750 people

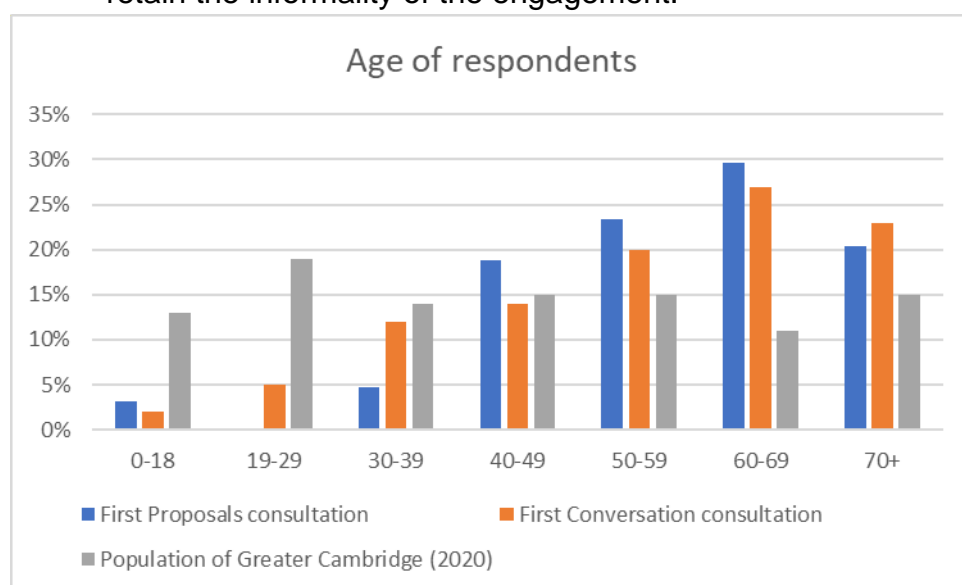
Other

- A public notice was posted in the Cambridge Independent
- Posters were displayed at Council venues and other community venues
- Articles about the consultation were printed in the City and South Cambridgeshire District Councils' resident magazines which are distributed to every household
- A news release was distributed which resulted in local media coverage at several points in the consultation, and columns were authored by the Local Plan team and published in the Cambridge Independent.

Diversity of respondents

We asked respondents to complete a voluntary survey to tell us some information about themselves so we could evaluate the diversity of respondents. We received 73 responses, representing 7% of the total number of users who answered the quick questionnaire; not all respondents completed every question. The analysis below is of completed responses to each question and does not include those who skipped that question. Key findings were:

- The age demographic skewed broadly older although we did receive a small number of responses from under 18 year olds, which is positive. The chart below shows the age of respondents compared to data for the whole of Greater Cambridge (source: Cambridgeshire Insight population projections, 2020). An older demographic is typical of participation in public consultations similar to this and the number of younger people in Greater Cambridge according to census data skews younger due to the large number of students in the population. Encouraging younger people to answer formal consultations remains a challenge, although the team did engage with a significant number of young people through attendance at local youth clubs as part of the consultation and they were highly engaged with the issues. At these sessions young people were not required to complete the consultation questionnaire to retain the informality of the engagement.



- Respondents were overwhelmingly white, with only 2% - a single respondent – identifying as from a non-white background. This represents less ethnic diversity than at the First Conversation consultation where 12% of respondents to the same voluntary survey identified as from a non-white background and shows that there is much work to do in engaging effectively with people from non-white backgrounds in the area.
- 40% of respondents identified as having a physical or mental health condition or illness expected to last 12 months or more – a sharp increase from the 22% who reported this in the First Conversation consultation. 13% of Cambridge residents and 13.9% of South Cambridgeshire residents reported

a limiting long term illness or disability in the 2011 Census so this suggests that online consultation is increasingly effective at reaching those with physical or mental health conditions.

We will continue to monitor diversity and representation through further stages of Plan preparation and consultation.

4. How could people respond?

As this was a Regulation 18 consultation, we gave respondents a variety of ways to comment in order to encourage as broad a response as possible, including from those who might not feel comfortable submitting personal data along with their responses.

Quick comments:

Comments were invited about the big issues and main sites in the plan using an online quick questionnaire. This was anonymous and therefore we recommended that representatives of a group, organisation, developer or landowner, used the detailed comment process below. The introduction to the survey made it clear to respondents that they were encouraged to read the full digital plan and make further detailed comments.

Detailed comments

Comment on individual policies or site proposals, as well as the supporting documents, could be submitted using the comment points on each page of the digital Plan, by users who registered to our online consultation system (Opus 2 Consult). This allowed respondents to leave longer comments and add attachments. It was made clear to respondents that comments left using this method would be published along with limited personal data, in accordance with our privacy notice.

We allowed comments to be emailed or posted to the team as well, and these were inputted into the online consultation system. Some respondents did not directly indicate that they were responding to a specific proposal or policy issue. In these cases judgement was used to register them to the most relevant issue to their comments.

Submitting information on sites

A Call for Sites is a way for landowners, developers, individuals and other interested parties to suggest sites for development, and to let us know when they may be available for development. This is a normal part of plan making. Government planning guidance advises that, 'if the process to identify land is to be transparent and identify as many potential opportunities as possible, it is important to issue a call for sites and broad locations for development'. We need to ensure that the sites eventually allocated within the Plan are deliverable which means, among other factors, that the landowner is open to developing it within the required timescales, so a Call for Sites is an important part of finding out what land may be available.

An initial Call for Sites was held in 2019, and this was followed by a further call for sites through the First Conversation consultation in 2020.

For respondents who wished to submit a new site for consideration, or to update information about a site previously submitted the Call for Sites in 2019-20, we provided an online site information form. This was for landowners, developers and their agents only. This ensured that the correct information was gathered for each site and any updated information could be correctly matched to existing site records.

Comments received, and submissions to the call for sites, can be viewed in full on the [Greater Cambridge Shared Planning website](#).

5. How many responses did we receive?

We received responses and comments to the consultation through a number of channels:

| Means of responding | Number of responses |
|---|--|
| Responses using the quick questionnaire | 5,551 answers or comments from 598 unique respondents. A unique respondent is a unique IP address. |
| Responses captured on the Opus 2 Consult system | 4131 comments (representations) from 628 respondents |

| Call for Sites information | Number of responses |
|--|---------------------|
| New 'call for sites' proposals | 40 |
| New 'call for green sites' proposals | 1 |
| Additional information by promoters, including some boundary changes, to previously submitted 'call for sites' proposals | 172 |

How to view the Comments Received

Responses captured on the Opus 2 Consult system

Comments registered on the Council's online consultation system (opus consult) can be viewed on our First Proposals website:

[Greater Cambridge Local Plan - First Proposals | Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](#)

Policy proposals where comments have been made have a magnifying glass symbol next to them, which links to a full list of the representations. For each representation a summary is provided, with the full representation text if provided and any document attachments. Each representation has a unique reference number.

All submissions including attachments have been redacted of personal data in line with our privacy statements.

Appendix A provides a breakdown of the number of comments received on each First Proposals policy approach.

Responses via the quick questionnaire

Responses have been collated into a spreadsheet. This is available on our local plan webpage: [Greater Cambridge Local Plan \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org)
It has also been added to the Local Plan document library.

Responses proposing new or amended 'Call for Sites' submissions

We received 40 new site submissions and 1 new green site, ranging from small villages sites though to major strategic developments.

This is in addition to the 650 sites already received through the call for sites in 2019 and the First Conversation consultation in 2020. Around 170 site promoters submitted further information on their sites. This included revised proposals such changes to site boundaries or different amount or type of development. Some promoters provided additional information to support the case for their site, such as evidence relating to transport access, flooding or landscape impacts. Promoters also reviewed the assessment of their site by Housing and Economic Land Availability Assessment, and in many cases challenge the outcome.

All sites have a unique reference number (URN) which has been assigned by the Planning Service as well as an Opus 2 Consult reference ID. These can be used to cross reference between the online mapping system and the full documentation about the site held on the Opus 2 Consult system. Site information can be found on the Call For sites pages on our local plan webpage: [Greater Cambridge Local Plan \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org)

New or amended sites will be subject to a full analysis of their deliverability and suitability will be published as part of updates to the Housing and Employment Land Availability Assessment (HELAA) at the next stage of plan making. Until sites are chosen as allocations in the Local Plan, they have no planning status.

Feedback from Events

We also received feedback at the events held during the consultation period, which are not counted as responses in the table above, but full records of the issues raised can be found in sections 6 and 7 of this report.

6. What did people say?

This section of the Consultation Statement summarises the findings from the First Proposals consultation.

Events

During the consultation we held a range of online, and in person events. Most were open to all but some were to target specific groups.

The Local Plan webinars provided an opportunity for officers to present information about key themes within the First Proposals. Videos of these sessions can be found on the Greater Cambridge Shared Planning website. Interactive web tools were used to engage with the watching audience, and the second half of each session focused on responding to questions being posed by members of the public. Questions that were not responded to live were followed up in writing, and issues were also added to the website FAQs. Questions explored key issues around the themes, from the objectively assessed need for homes and jobs, the development strategy, and issues around water and climate change.

Officers attended a series of area based forums, including the area committees and residents associations forums in Cambridge, and parish forums in South Cambridgeshire. The format was structured around officers presenting the consultation followed by question and answer sessions. The discussions again focused on the key themes, but also on local issues relevant to each area, for example those focusing on areas west of Cambridge discussed East West Rail, those to the south picked up issues around the Biomedical Campus.

Whilst care had to be taken due to the Covid19 position, were able to hold a number of in-person events. These allowed people to drop in and see a small exhibition about the consultation, see documents and material, and discuss issues with officers. Again a mixture of key themes such as the level of development and strategy, and local issues were raised. There was interest in local allocations in villages, particularly at Melbourn.

A number of focused events were held to engage with hard to reach groups. The youth events were very informative regarding the experience of young people living in new settlements and villages, and their experiences of access to services and facilities and transport. A number of drop in events were attended to engage with the Gypsy and Traveller community. Whilst the number of people was low, views were provided on accommodation needs. Further work is underway on a Gypsy and Traveller Accommodation Needs Assessment which will provide more information.

A summary record of each event is included in appendix 1 of this report.

Quick questionnaire

Two quantitative (likert scale) questions were asked at the start of the questionnaire in order to understand the broad sentiment about two of the principal points within the First Proposals development strategy.

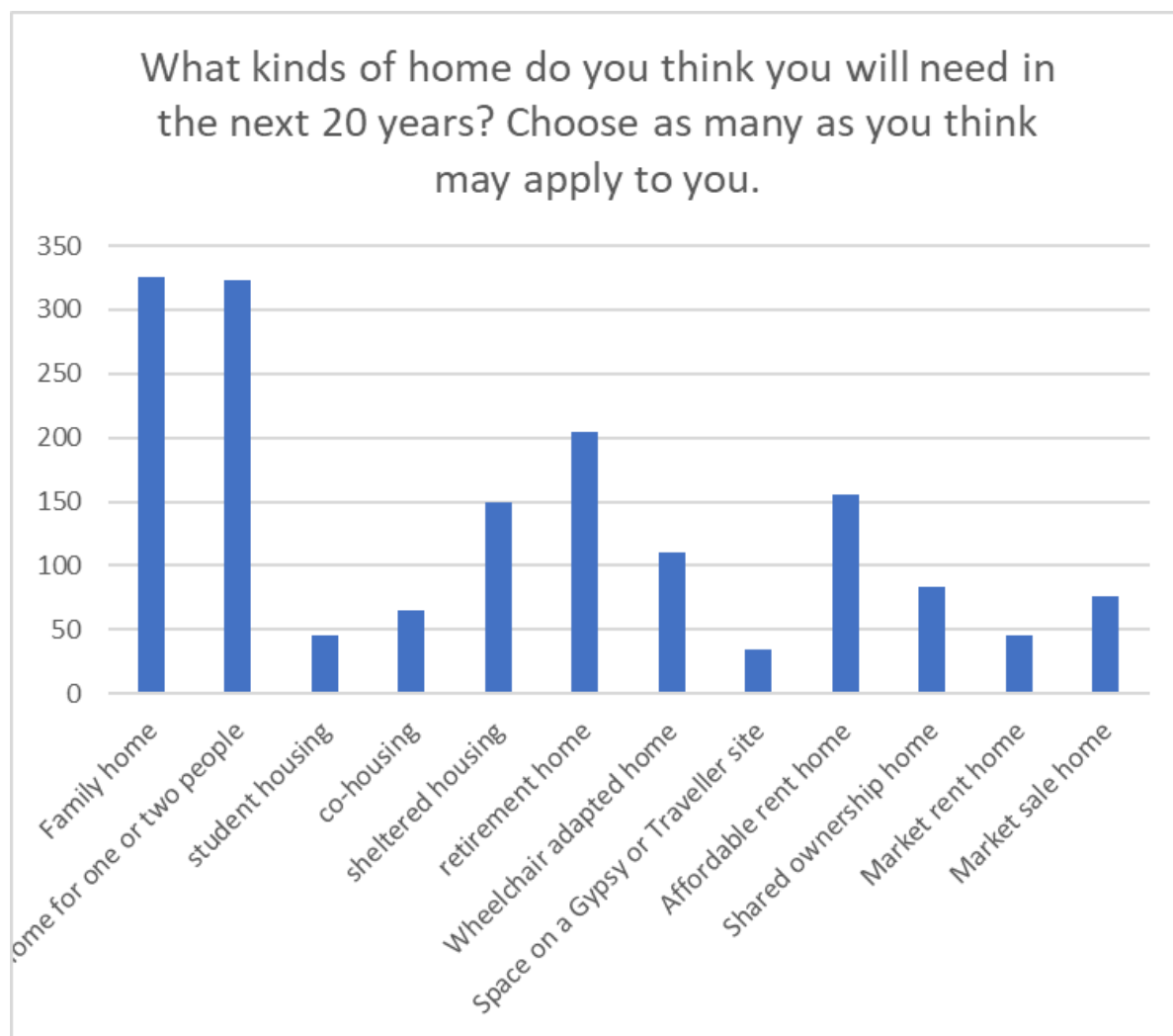
The first asked “Do you agree that we should plan for an extra 550 homes per year, so that new housing keeps up with the increase in jobs in our area?”. 31% of respondents agreed or strongly agreed, 54% disagreed or strongly disagreed, and 16% were neutral.

The second asked “Do you agree that new development should mainly focus on sites where car travel, and therefore carbon emissions, can be minimised?”. 68% of respondents agreed or strongly agreed, while 16% were neutral and 16% disagreed or strongly disagreed. This shows strong support for this aspect of the strategy.

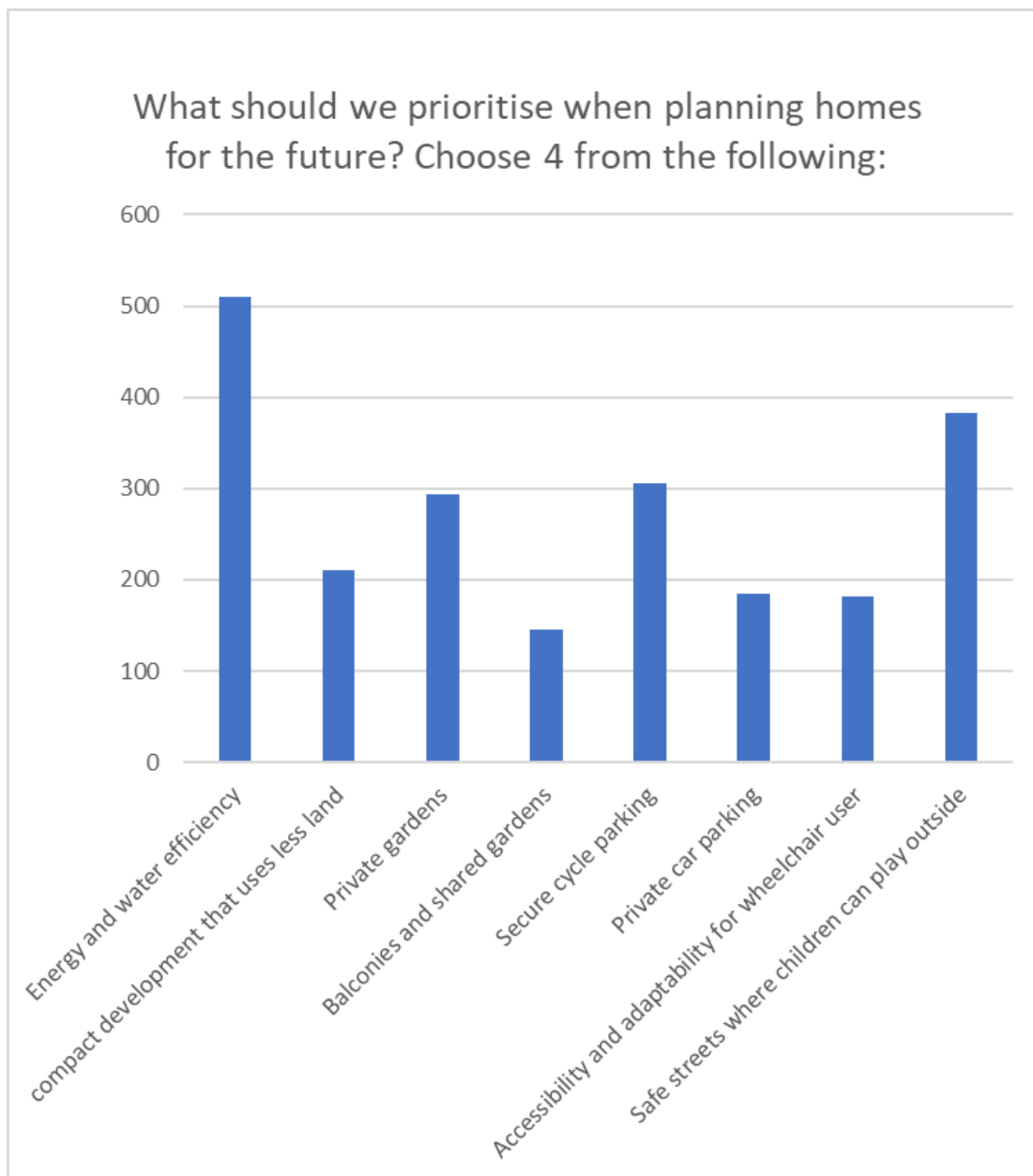
The next questions asked respondents to suggest what housing, jobs, facilities or open spaces should be provided in some of the larger development sites or broad locations proposed in the First Proposals – Cambridge East, North East Cambridge, the Biomedical Campus, Cambourne and the southern rural cluster. Two questions were also asked about village development. A wide range of responses and suggestions were received to these questions and the main issues raised have been analysed along with the responses to the proposed policy direction in the detailed comments.

Question 10 asked respondents if there were any sites that they felt should be developed, which had not been included in the First Proposals. The main issues raised in the responses to this question have been analysed along with the responses to relevant policies, and the sites put forward using the site information form.

Question 11 asked respondents about the types of homes they might envisage needing for themselves over the next 20 years, with the aim of understanding the preferences of local residents and the diversity of housing they perceived to be required. The responses to this, while showing a large number of people envisage needing family homes or one- or two-person homes, overall a great diversity of housing was perceived as required. It was particularly interesting to note that 35 respondents chose space on a Gypsy or Traveller site.



Question 12 asked respondents to prioritise different aspects of housing design, in order to understand sentiment about trade-offs. Energy and water efficiency was by far the most popular choice, followed by safe streets for children to play outside.



The final question was a general 'catch-all' question, allowing respondents to raise any other issues they felt were important for Greater Cambridge in 2041. The main issues raised in the responses to this question have been analysed along with the responses to relevant policies

High level Summary of Comments on the First Proposals

A high level summary of the main issues raised in responses to each section of the First Proposals is provided below. A more comprehensive summary of comments and issue raised, along with a response by the Councils will be provided at the next plan making stages.

Greater Cambridge in 2041

How much development and where?:

Vision and aims

- A significant number of comments supported the aims, including particularly for tackling climate change and protecting and enhancing biodiversity and green spaces
- Objections relating to the vision and aims noted: they don't support the visitor economy; questioning of general assumptions about the benefits of growth; there is no reference to Cambridge as a centre of excellence and world leader in the fields of higher education and research; concern about water supply and resulting impacts; concern about exceeding our carbon budget; concern about jobs creation exceeding housing delivery and the need to provide more homes
- Observations included the need for infrastructure to serve the existing community to address established deficits; the need for additional aims to avoid extensive development in villages and preserve the Green Belt; conversely, the need to support village development supporting the vitality of rural communities; the need to quantify the scale of ambition referenced in the aims; the challenge of balancing and also delivering on the aims; the need to address COVID impacts; the need to address embedded carbon; concern about flood risk; the need to reverse existing in-commuting patterns; the need to add further specificity around affordable housing aims; the need to reference sustainable development.

Policy S/JH: New jobs and homes

- Support for the proposed number of homes and jobs noting that these sought to support the growing economy
- A number of comments recommended that the Councils plan for higher levels of homes and jobs, including: to meet the Councils' own higher growth employment forecasting scenario, respond to the Cambridgeshire and Peterborough Independent Economic Review and support the Combined Authority's doubling GVA target; provide for specific employment sector needs; to respond to OxCam Arc jobs and housing ambitions and planned infrastructure; to provide flexibility of housing supply, improve housing affordability and reduce in-commuting. Some comments identified the need for the Councils to meet more specific housing needs such as older people's accommodation.
- Comments recommending that the Councils plan for fewer homes and jobs included strong concern regarding the impact of development on water resources and biodiversity, and its impact on the local natural and built environment. Some comments suggested that in principle the housing target should not exceed government's minimum Standard Method.
- Observations included that further employment and housing evidence was needed to explore the impacts of COVID and Brexit further. Comments were raised suggesting that the Councils' focus should be on addressing housing affordability and inequality as a priority.

Policy S/DS: Development strategy

- Comments supporting the proposed development strategy approved of: locating development close to transport infrastructure (particularly Cambourne), thereby limiting climate impacts; and limiting village development.
- Comments objecting to the proposed strategy: included 95 representations noting support for a letter submitted by Friends of the Cam raising concern about inadequate water supply, effect on national food security, failure to minimise climate change, likely irreparable damage to ecosystems, carbon

emissions resulting from construction, lack of an integrated public transport system, undermining of the Government's policy of 'levelling up', and a democratic deficit in the process and evidence base; recommended that the reliance on a few large site allocations should be balanced with smaller sites within existing sustainable village settlements, to increase the diversity of housing supply, bolster the Councils' housing land supply in the first five years following adoption, and support the vitality of villages; noted concern regarding the removal of Green Belt; and noted concern that the plans had not been tested against Network Rail's forecasts for rail provision.

- Observations regarding the strategy included those noting the need for strategic green infrastructure to support the proposed development.

Policy S/SH: Settlement hierarchy

- Comments supporting the proposed settlement hierarchy approved of: the approach to infill villages; the categorisation of specific settlements, particularly of Cambourne as a town; and the settlement hierarchy approach to using certain thresholds for development
- Concerns regarding the proposed settlement hierarchy noted: a suggestion to remove the proposed settlement hierarchy approach to allow for more development on suitable sites in all villages; alternative approaches for specific villages given their proximity to larger settlements; requests to change the categorisation of specific settlements; the potential for Group Villages to receive greater levels of development than proposed; the need to respond to limits on development set in relevant neighbourhood plans; the need to limit all development until constraints on infrastructure are fully addressed.
- Observations noted: the infrastructure implications of changing the category of specific villages; the need to review the relationship of settlements with others nearby when completing the categorisation process

Policy S/SB: Settlement boundaries

- A number of comments supported retaining the current approach to settlement boundaries.

- Concerns regarding the proposed approach to settlement boundaries noted: the need to be more flexible about the approach to development on the edge of sustainable villages, including to meet local affordable housing need; the need to remove the current settlement boundary approach to provide greater opportunity for needed development
- Observations noted: the potential to redraw the boundaries around specific settlements in a particular way, including to allow for specific promoted developments; the need to update settlement boundaries to address the current urban extent; that settlement boundaries should be comprehensively reviewed; the need to maintain green separation between settlement boundaries; the need to draw settlement boundaries more loosely; the need to carefully consider the approach to defining boundaries at new settlements; and the potential to widen the range of activities appropriate in rural areas.

Cambridge urban area

General comments regarding Cambridge urban area included:

- Support, noting: the need to exhaust all urban development opportunities before looking at greenfield sites; the benefits of locating development at large scale brownfield sites
- Concerns about: there being too much emphasis is placed on delivering large sites in the urban area, noting infrastructure capacity and delivery risks; there being inadequate space in the historic city streets and city centre public realm to cater for existing and future people movements; concern about existing and future strains on existing infrastructure; complex local governance arrangements adding risk about delivery of effective transport solutions to address existing issues
- Observations, noting: the need to maximise the benefits of East West Rail, including around Cambridge South station; the need to consider the impact of committed housing growth in the urban area; the transport opportunities and challenges of allocating growth in this area; the need for sufficient infrastructure to support development; the lack of mention of COVID impacts on the city centre

Policy S/NEC: North East Cambridge

- Comments supporting the proposed allocation approved of: development close to bus and rail provision; the opportunity for high quality mixed use development
- Concerns regarding North East Cambridge allocation noted: the Green Belt and carbon impacts of the relocation of Milton Waste Water Treatment Plant, with some comments suggesting there was no operational need to relocate the plant and that NEC could be allocated but with less development alongside the existing WWTP; that the WWTP relocation should have been considered within the GCLP; concern that the proposed development is too dense and will generate negative townscape and landscape impacts; potential traffic impacts of development; a perceived under-provision of open space on the site; and that the brownfield nature of the site and associated remediation works might lead to impacts on delivery and viability, suggesting the housing trajectory to 2041 should be reviewed.
- Observations noted: that the NEC allocation and the NECAAP should provide for sufficient strategic natural greenspace, which would also benefit other nearby communities with deficiencies in natural greenspace; the infrastructure implications of proposed development; the need to provide cemetery provision and alternative road access to Chesterton Fen Road.
- The quick survey raised a similar wide range of responses, with some saying it shouldn't be developed, and others offering views on the sorts of facilities it should include.

Policy S/AMC: Areas of Major Change

- Comments supporting the proposed approach to Areas of Major Change approved of: the proposal not to carry forward the Southern Fringe Areas of Major Change
- Concerns regarding the proposed approach to Areas of Major Change noted: the opportunity to include additional land within specified areas; that East West Rail plans imply further development around the Southern Fringe, which would imply a need to maintain that AMC

- Observations noted: the opportunity to use the Beehive and Grafton areas for housing; uncertainty regarding the future of the Grafton Centre; relevant site owners plans and aspirations for specific areas within the identified AMC.

Policy S/OA: Opportunity Areas in Cambridge

- Comments supporting the proposed approach to Opportunity Areas in Cambridge approved of: the opportunity to provide housing and reduce car parking at identified OAs; the opportunity to make efficient use of land and enhance public realm; the identification of particular OAs
- Concerns regarding the proposed approach to Opportunity Areas in Cambridge noted: the potential impacts of a relocated stadium for Cambridge United FC; the need to include additional areas within identified OAs
- Observations noted: the need to protect green spaces within identified OAs; the changing nature of retail in informing potential change at a number of OAs; the need to maintain provision for retail and leisure, and a stadium for Cambridge United FC, within Cambridge when considering replacement uses in OAs

Policy S/LAC: Other site allocations in Cambridge

- Comments supporting the proposed approach to Other site allocations in Cambridge approved of: the continued allocation of specific sites previously allocated in the Cambridge Local Plan 2018; support for the rejection of specific submitted sites
- Concerns regarding the proposed approach to Other site allocations in Cambridge noted: the need for more allocations within Cambridge to limit the need for rural development; the allocation for development of a City Wildlife Site; uncertainty of delivery regarding specific sites; requests for additional allocations from site promoters; concern about over-development within Cambridge urban area
- Observations noted: the opportunity for higher capacity at specified sites; the need to address impacts of specific allocations, including historic environment impacts.

The edge of Cambridge

General comments regarding the edge of Cambridge included: concerns about infrastructure capacity and delivery risks, suggesting more growth should be focused in rural areas; objection to development; the need to set limits in the plan on individual windfall scheme sizes on the edge of Cambridge; and observations, noting objection to development between the Backs and the M11.

Policy S/CE: Cambridge East

- Comments supporting the proposed allocation approved of: its brownfield status, its allocation in preference to North East Cambridge, noting that it is less complex than NEC in terms of ownership and contamination; the resulting enhanced sustainability of Teversham, including for additional development; the potential for the site to connect to existing employment clusters; to deliver needed homes and jobs
- Concerns regarding Cambridge East allocation noted: the loss of existing employment; uncertainty over the timing of delivery in relation to the airport relocation and delivery of Cambridge Eastern Access Public Transport Scheme; concern regarding potential traffic impacts
- Observations noted: the need for large scale green space provision here to divert pressure from ecologically sensitive sites; the need for the site to achieve 20% Biodiversity Net Gain; the importance of retaining the individual character of Teversham village and preventing encroachment on the Green Belt; the need to link new housing at Cambridge East to employment centres like CBC; the need to address historic assets with the site sensitively; the need for new cycle ways connecting to the national network.
- There was a real variety of views expressed in the quick survey. Some comments did not support development, but others listed the sort of facilities they would like to see on the site, including open spaces.

Policy S/NWC: North West Cambridge

Few comments were made in relation to this allocation, with the majority making observations about issues to address including: infrastructure implications including

for green infrastructure; the need to protect an ancient tree on site; the need for more detailed master-planning; the need to review the location of Madingley Park and Ride in relation to the proposal. One comment raised concern about the potential impact of additional development here on local character.

Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital)

- Comments supporting the proposed allocation at CBC noted: the need to support affordable housing for the key workers close to key employment sites; the need for land beyond that included in the draft allocation in order to fully support employment growth requirements
- Concerns regarding the proposed allocation at CBC noted: concern about Green Belt; biodiversity impacts; flood risk; transport and other infrastructure capacity; landscape; concern about the impacts on nearby villages; the need for full use of the existing site in preference to further expansion; the need for CBC to strengthen their case for expansion and why this has to be onsite, including the role of the hospitals and the new and renewed infrastructure they are seeking
- Observations regarding the proposed allocation at CBC noted: the need to agree a common set of growth projections for CBC to inform the next stage of work; the suggestion of setting up a formal review forum to review and influence any proposed campus planning applications and Planning Gain discussions, to help ensure that all those with a material interest in the campus had a say; the need to address any historic environment impacts of development.
- There were lots of comments in the quick survey about facilities needed to support the campus, including affordable housing and improved transport connections. Others felt there should be no further development.

Policy S/WC: West Cambridge

Few comments were made in relation to this allocation, with the majority making observations about issues to address including: the need to integrate development with surrounding neighbourhoods; the need to consider the provision of a balance of

jobs and homes including affordable housing; the need for effective cycle infrastructure; the need to preserve remaining green spaces in this part of Cambridge; the need to address heritage impacts. One comment noted support for the proposal to consider the site together with North West Cambridge.

Policy S/EOC: Other site allocations on the edge of Cambridge

- Comments supporting the Other site allocations on the edge of Cambridge noted: support for development on the edge of Cambridge instead of allocating further village development
- Concerns regarding the Other site allocations on the edge of Cambridge noted: concern about creating urban sprawl; concerns about access, traffic and drainage issues at previously allocated sites; concerns about the landscape impacts of development at Darwin Green.
- Observations noted: the need to continue to provide a policy framework for the Southern Fringe area; the need to address specific issues at specific sites; the potential to provide needed development in other locations such as sustainable villages; requests by promoters for additional allocations at specific sites; the need to maintain current Green Belt boundaries.

New settlements

General comments regarding new settlements included:

- Support, noting: the benefits of locating development at new settlements, in particular on brownfield sites, to protect greenfield land elsewhere
- Concerns about: traffic impacts; the need to focus develop at and on the edge of Cambridge in preference to new settlements, to limit carbon emissions
- Observations, noting: the need to provide sufficient facilities and infrastructure, including for sport and health; the need for design and density to respond to location; the potential for more new settlements than proposed in the First Proposals.

Policy S/CB: Cambourne

- Comments supporting the proposed expansion of Cambourne approved of: the opportunity to enhance services, facilities and transport connection
- Concerns regarding expansion of Cambourne noted: potential for overdevelopment and urban sprawl in the Cambourne area; landscape impacts; potential to distribute provision of housing in South Cambridgeshire more equitably; concern that delivery of EWR is uncertain; the risk that the expected housing trajectory for an expanded Cambourne might be unrealistic given the reliance on EWR strategic infrastructure project
- Observations regarding expansion of Cambourne noted: the need to consult when a specific site has been identified for the expansion of Cambourne; the need for additional infrastructure to support additional development, including for green infrastructure; the need to start development only upon provision of East West Rail; the need for additional public transport provision as well as EWR; opportunities for biodiversity in the area, and conversely, concerns about recreational impacts by residents of the new development on nearby nature sites; additional development opportunities near to Cambourne made more sustainable by the accessibility to an EWR station; design recommendations for the location; the need to address any historic environment impacts of development.
- The quick survey had a range of views but many highlighted the need for infrastructure to accompany development, including a high street, sports facilities, and more jobs.

Policy S/NS: Existing new settlements

- Comments supporting the allocation of existing new settlements noted: support provided there is effective provision of infrastructure at the sites concerned.
- Concerns regarding the allocation of existing new settlements noted: concern whether the expected accelerated delivery rates were realistic; objection to Cambourne West; concern about the lack of democratic involvement in the planning process for and environmental impacts of development at

Northstowe, Bourn Airfield and Waterbeach; concern about the impact on neighbouring villages of potential increased densities around transport hubs.

- Observations noted: the need for infrastructure delivery to match the expected accelerated housing delivery; the opportunity to locate additional growth at Waterbeach village, supported by the additional services and facilities being provided at Waterbeach new town; the need for existing allocations which have yet to receive planning permission to provide additional biodiversity enhancements and green infrastructure; suggestion that Bourn Airfield could achieve accelerated housing delivery rates; in relation to Northstowe, ongoing flood risk management options to reduce the risk of flooding at Oakington.

The rural southern cluster

General comments regarding the rural southern cluster included:

- Support, noting: the benefits of clustering development including housing close to jobs
- Concerns about: not releasing enough Green Belt land to support development in this sustainable location; focusing development on this part of the rural area and not considering other sustainable rural locations; concern about water resources and biodiversity impacts of further development; objections by site promoters to the exclusion of their submitted site; the need for additional employment land in this area to meet sector needs; concern about the effect of Haverhill growth on traffic in the area
- Observations, noting: the need for additional transport infrastructure to support development in this area; the need for more small scale affordable housing in the area; concern about the impact of further development on the villages in the area
- In the quick survey some highlighted that development should be restricted to preserve the character of villages. Others highlighted the difficulties in finding affordable housing

Policy S/GC: Genome Campus, Hinxton

- Comments supporting the allocation at Genome Campus noted: support for the specific proposed employment uses; support for provision of accompanying affordable housing
- Concerns regarding the allocation at Genome Campus noted: need to locate additional jobs close to proposed housing in the north of Greater Cambridge; Green Belt impacts; concerns about availability of affordable housing; concern about the scale of development in the countryside
- Observations noted: the need to tie the housing to the employment; transport impacts on A505; nearby heritage assets

Policy S/BRC: Babraham Research Campus

There were relatively few comments relating to the allocation at Babraham Research Campus. Comments in support of the allocation noted its suitability for additional R&D employment. Comments raising concern noted: need to locate additional jobs close to proposed housing in the north of Greater Cambridge; Green Belt impacts and the site's sensitive location in the landscape; Conservation Area and local character impacts; impact of water abstraction. Observations noted: minerals safeguarding implications; listed buildings on site; the need to provide affordable housing; potential to provide public footpath access through the site; the need for compensatory Green Belt improvements; the need to amend the Policy Area boundary to exclude areas outside of the Campus; transport impacts on the A505.

Policy S/RSC: Other site allocations in the Rural Southern Cluster

- Comments regarding Land between Hinton Way and Mingle Lane, Great Shelford included support for development due to limited landscape impacts and exceptional accessibility, and a request to increase the size of allocation; but a significant number of comments expressed concern that the site does not justify Green Belt release; concern about the merging of Great Shelford and Stapleford; water supply; access issues; traffic impacts; biodiversity impacts; GP and education impacts; protection of farmland
- General comments included the following:

- Support for limited development in Southern Cluster villages to be close to jobs; support more generally for the approach of allocating some development to more sustainable villages; support for rejection of sites not included as a draft allocation in the First Proposals
- Promotion of sites not included as a draft allocation in the First Proposals, and objections to HELAA RAG rating assessment of sites not included as a draft allocation in the First Proposals
- Observations noting: need to account for neighbourhood plans in identifying village sites; comments on other sites not proposed for development; need to account for constraints such as minerals and waste sites protection, heritage assets, and Duxford's Air Safeguarding Zone

Policy S/SCP: Policy areas in the rural southern cluster

There were relatively few comments relating to Policy areas in the rural southern cluster. Comments in support noted: support for the Rural Travel Hub and Depot site, including to support more sustainable travel to and from IWM Duxford; support Observations noted the need for public transport provision in the area; promotion of sites near to the identified Whittlesford Parkway Station Area Policy Area; and promotion of a Policy Area for Granta Park to provide a framework for its further development.

Rest of the rural area

General comments regarding the rest of the rural area included:

- Support, noting: the benefits of the First Proposals approach to focusing development on Cambridge and limiting rural development
- Concerns noting: promoters perceived flaws with HELAA site assessments; objections by promoters to the First Proposals omitting their site; the need to allocate more village sites to support the sustainability of the villages, and to ensure a plan-led approach to development in villages; objections to the loss of farmland; the need to support additional development at Group and Infill villages

- Observations, noting: that housing in rural areas should be provided solely to meet local needs; that major infrastructure proposals could isolate rural villages; the need to minimise rural development; the transport impacts of rural development; the need for the plan to account for the variation in the sustainability of different parts of rural South Cambridgeshire; that the Councils have not set out sufficient rationale to differentiate between the 'rest' and the 'rural southern cluster' areas.
- Many comments in the quick survey said development in the rural area should be restricted, although some questioned this, arguing that some villages were capable of accommodating development.

Policy S/RRA: Site allocations in rest of the rural area

Comments regarding site allocations at Melbourn expressed concern at more development following previous allocations, and concern at traffic, biodiversity, air pollution impacts. Comments specifically regarding the allocation at The Moor expressed concern at over development in relation to traffic and infrastructure.

Comments regarding Land at Mansel Farm, Oakington expressed concern at habitat loss, traffic impacts, flooding, noting the small scale of development in relation to overall need, and the resulting lack of justification for the exceptional circumstances required for Green Belt.

Comments regarding Land to the south of the A14 services included the suggestion that development should be limited to the area previously used by A14 compound.

General comments regarding the site allocations in the rural area included promotion of sites not included as a draft allocation in the First Proposals, and objections to HELAA RAG rating assessment of sites not included as a draft allocation in the First Proposals.

Policy S/RRP: Policy areas in the rest of the rural area

There were relatively few comments relating to Policy areas in the rest of the rural area. A number of comments expressed support for the continuation of existing

Policy Areas. Regarding East of bypass, Longstanton, comments variously supported open space but not housing, and for assisted living but not affordable housing. Comments noted the need to protect ancient woodland adjacent to Papworth Hospital Papworth Everard Proposed Policy Area, and the need to address heritage impacts at a number of the Proposed Policy Areas.

Climate change

Strong support for this overarching theme and that the location and design of development will play a key part in the transition to net zero carbon. However, given the climate crisis some representations question whether the policies go far enough, whether they will be successfully implemented in new developments, and the need for retrofit in existing properties.

Policy CC/NZ: Net zero carbon new buildings

Strong support for the proposed policy and that it goes beyond current requirements, but further detail and clarity will be required and it should be applied to all new housing developments. Comments about life-cycle carbon emissions and that the policy should recognise the savings from re-using buildings rather than building new. Concerns that the policy will increase the cost of construction and impact on viability.

Policy CC/WE: Water efficiency in new developments

Concern about there being enough water to support growth in the Local Plan and the need to protect chalk streams and when new sources of water supply would be available. Support for rainwater harvesting and greywater harvesting and ambitious targets on water consumption. However, also concern that the standards proposed will have an impact on the viability of developments and some consider that 110 litres/person/day is more realistic.

Policy CC/DC: Designing for a changing climate

General support for the policy including the proposed cooling hierarchy, passive design and reference to SuDS. Suggestions made that the policy should refer to

industrial developments, simplify reference to cooling hierarchy, include ground source heat pumps under green spaces. Concern about viability and that it allow for viability considerations.

Policy CC/FM: Flooding and integrated water management

The importance of planning appropriately around flood risk was highlighted by many respondents, particularly in light of climate change. Sustainable drainage solutions were suggested, including innovative solutions that could secure multifunctional benefits.

Policy CC/RE: Renewable energy projects and infrastructure

There was a lot of support for delivery of renewable energy, as long as impacts were appropriately considered on issues including landscape. There were suggestions regarding how the plan could be more innovative regarding the sorts of technologies available.

Policy CC/CE: Reducing waste and supporting the circular economy

There was support for a holistic approach to this issue, from dealing with construction waste through to providing the right infrastructure to deal with domestic waste. Construction Environment Management Plans were endorsed by a number of developers, although some also said the level of detail should be appropriate to the scale of the development.

Policy CC/CS: Supporting land-based carbon sequestration

There was broad support for this approach, linked by many to biodiversity and green infrastructure theme.

Biodiversity and green spaces

There was support for this being a key theme for the plan, and lots of ideas about how biodiversity and green space could be enhanced. Comments raised issues about how designated sites should be recognised in the plan, and how impacts

should be considered. A range of specific issues were identified, including the importance of protecting chalk streams.

Policy BG/BG: Biodiversity and geodiversity

Many representors highlighted the importance of protecting and enhancing biodiversity. Support was expressed for the aspiration to double nature and for requiring 20% biodiversity net gain. A number of developers consider the requirement should remain at 10%, as Greater Cambridge should not depart from the minimum set by the Environment Act, and that there should be further consideration of viability.

Policy BG/GI: Green infrastructure

Detailed comments have been provided on the strategic green infrastructure priority areas identified in the First Proposals. There were suggestions regarding space standards which should be applied to new developments. Also concern was expressed about the impact of some proposed developments on Green Infrastructure.

Policy BG/TC: Improving Tree Canopy Cover and the Tree Population

Most comments supported the general approach, with detailed comments regarding how the policy should be applied, and where it should be applied.

Policy BG/RC: River corridors

Most comments were supportive of having a policy on river corridors. Detailed comments identified issues the policy should address, and the links to other policy areas such as green infrastructure. . Also concern was expressed about the impact of some proposed developments on rivers, and the impact of the level of development on the chalk aquifer.

Policy BG/PO: Protecting open spaces

Protecting open space was supported in general, but there was specific comments regarding how it should be applied, including how sites should be assessed. There

were comments on specific designations such as local green space. Also concern was expressed about the impact of some proposed developments.

Policy BG/EO: Providing and enhancing open spaces

The importance of open space provision was highlighted, to meet various needs for sport play and recreation. Specific areas and facilities were noted, as well as the importance of securing multifunctional benefits.

Wellbeing and social inclusion

This was highlighted as an important theme, particularly in light of the pandemic. Issues raised crossed a number of the other themes.

Policy WS/HD: Creating healthy new developments

There were comments on the approach to health impact assessments, and whether they should be restricted to only larger scale sites. A range of issues that could contribute to the delivery of healthy communities have been raised, from provision of the right type of homes, open spaces, to sustainable transport connections.

Policy WS/CF: Community, sports and leisure facilities

The need for various types of sports facilities and venues have been mentioned. Some highlighted the need for further evidence on these issues.

Policy WS/MU: Meanwhile uses during long term redevelopments

The idea of meanwhile uses was generally supported, although some pointed out difficulties which can impact on the practicality of achieving it.

Policy WS/IO: Creating inclusive employment and business opportunities through new developments

Most comments supported this proposal, and suggested areas and types of employment it should focus on. One representation challenges whether it was a reasonable requirement as part of planning applications.

Policy WS/HS: Pollution, health and safety

The policy was supported, with various consultees suggesting technical issues that should be addressed.

Great places

The need to protect the qualities of the area was highlighted, raising issues of landscape, heritage, and character.

Policy GP/PP: People and place responsive design

Some expressed concern as to whether the policy would be sufficiently flexible to achieve good design and avoid monotony. Issues are raised with the approach to tall buildings, and in particular their relationship with the city. Other aspects highlighted were the need to make places accessible, including for horse riders, and to make places feel safe.

Policy GP/LC: Protection and enhancement of landscape character

There was support for effective consideration of landscape impact. A number of specific locations were highlighted, including suggestions regarding important countryside frontages. The importance of historic landscapes was also highlighted.

Policy GP/GB: Protection and enhancement of the Cambridge Green Belt

Most representations support inclusion of the policy. Some representations consider that further land should be released to meet development needs, referencing site proposals that have been submitted to the local plan process. Others question sites that are already proposed to be released. A number of representations reference the Anglian Water proposals for the Milton Waste Water Treatment Works relocation.

Policy GP/QD: Achieving high quality development

There was support for this policy approach, with suggestions about elements that should be including, including measures to avoid poor development.

Policy GP/QP: Establishing high quality landscape and public realm

Responses include lots of suggestions regarding how high quality public realm can be achieved.

Policy GP/HA: Conservation and enhancement of heritage assets

A number of comments highlight particular historic assets or landscapes that they would like to ensure the policy provides protection to, including looking at the city of Cambridge, villages and rural areas.

Policy GP/CC: Adapting heritage assets to climate change

The approach was generally supported, with some requesting further guidance regarding how it would be applied.

Policy GP/PH: Protection of public houses

Comments supported the protection of pubs, but a number of comments highlighted the need to be realistic, and there could be circumstances where the loss was appropriate.

Jobs

Some question whether the plan is doing enough to support high technology clusters, and others whether it is doing enough to promote a mix of uses (for example logistics). Others are concerned by the impact of economic growth on housing needs and the environment.

Policy J/NE: New employment and development proposals

Some representors consider the policy overly restrictive, particularly regarding how it applied the new use class E, or for proposals outside development frameworks. Others consider that it is too flexible and will not allow the Councils to control the level of development in the area. Some specific locations are suggested, linked to call for site proposals.

Policy J/RE: Supporting the rural economy

The need for this policy is supported, although some consider it is defined too narrowly and doesn't fully reflect the range of rural businesses. The importance of protecting agricultural land was also highlighted.

Policy J/AL: Protecting the best agricultural land

The principle of this policy was supported, although some questioned why proposed allocations were being made on agricultural land, and others highlighted that a degree of flexibility may be needed in order to meet development needs.

Policy J/PB: Protecting existing business space

The approach was generally supported, but a number of reasons to apply flexibility in appropriate circumstances were highlighted.

Policy J/RW: Enabling remote working

There was lots of support this this approach, and suggestions from individual developers how they were taking forward support for remote working.

Policy J/AW: Affordable workspace and creative industries

Support for the approach, with some supportive but asking for a greater degree of flexibility. Some consider the policy unnecessary and unreasonable.

Policy J/EP: Supporting a range of facilities in employment parks

There was support for the approach, in particular how it could help encourage active travel.

Policy J/RC: Retail and centres

There was support for making centres successful, and to support the needs of new and existing communities. Concerns expressed by some about the need for the policy to be flexible.

Policy J/VA: Visitor accommodation, attractions and facilities

Some comments highlight the need for visitor accommodation, and make specific proposals. Others express concern about the impact of short term lets on residential accommodation.

Policy J/FD: Faculty development and specialist / language schools

A range of education providers have responded to this policy, and make distinctions between different types of facility, particularly between state provided and private. There are differing views on the approach to residential accommodation and family housing.

Homes

Lots of people in the quick questionnaire cited the need for affordable housing, others questioned the need for more housing.

Policy H/AH: Affordable housing

Some comments said the affordable housing requirement should be the maximum that could be achieved. Some comments expressed concern whether affordable housing was truly affordable. There was concern from some whether sites could deliver the 40% requirement, and that viability needed to be considered.

Policy H/ES: Exception sites for affordable housing

There was general support for the need for this policy. The importance of the views local community was highlighted by some. There was some concern about the impact of First Homes, and views about how a market element should be addressed.

Policy H/HM: Housing mix

Comments raised the need for various types of homes, including small dwellings, family houses, and bungalows. Some representations sought to ensure that the policy would deliver a flexible approach.

Policy H/HD: Housing density

Many pointed out that densities should respond to local circumstances and local character. Efficient use of land was supported. Some expressed concerns about higher densities.

Policy H/GL: Garden land and subdivision of existing plots

The benefits of gardens were highlighted, including for their biodiversity value.

Policy H/SS: Residential space standards and accessible homes

There was support for adoption of the Nationally Described Residential Space standards. Some considered that the requirements for accessible homes should be set higher and others that they may be too high. Some questioned whether it would always be possible to provide amenity space.

Policy H/SH: Specialist housing and homes for older people

Comments identified a range of types of homes that were considered to be needed, and there was concern whether the plan would secure enough provision. The need to support downsizing was also mentioned. A number of developers request more detail on the implications of this policy.

Policy H/CB: Self and custom build homes

Some consider the policy overly prescriptive and question the impact on development viability. A number of comments seek a more positive approach towards self build plots on the edges of villages, and consider that the policy approach will not deliver enough plots to meet demand. Others question whether the register over estimates demand.

Policy H/BR: Build to rent homes

There was generally support for having a policy on this issue. Some question why the requirements for affordable is lower than standard dwellings. Some challenged

whether the policy should set restrictions regarding the maximum proportion of homes, and that it should be based on individual circumstances.

Policy H/MO: Houses in multiple occupation (HMOs)

There was support for inclusion of a policy on this issue, with concerns expressed about the impact conversion to HMOs can have. The need for housing for young single persons was also highlighted.

Policy H/SA: Student accommodation

The general policy approach was supported. Some sought greater flexibility regarding changes between student and residential housing. Others consider that the policy could do more to support expansion of existing student and educational establishments.

Policy H/DC: Dwellings in the countryside

There was acknowledgement that dwellings were needed in the countryside to support rural uses. Some considered elements of the policy may be too flexible, others that it was not flexible enough.

Policy H/RM: Residential moorings

There was support from Huntingdonshire DC for applying the policy to the Great Ouse as well as the Cam.

Policy H/RC: Residential caravan sites

The need to for completion of the Gypsy and Traveller Accommodation Needs Assessment was highlighted. Also the different types of need for caravan accommodation, from those needed to support agricultural workers to park homes.

Policy H/GT: Gypsy and Traveller and Travelling Showpeople sites

Representations highlighted the need for site provision. Concern regarding the impact of the Police, Crime Sentencing and Courts Bill, and the need for effective engagement with Gypsy and Traveller communities.

Policy H/CH: Community-led housing

There was support for having a policy on this issue, but representors questioned whether the policy should do more to support community land trusts.

Infrastructure

There were lots of comments, particularly in the quick questionnaire, about the need for facilities to accompany housing development, such as schools, doctors, green spaces, and transport infrastructure to deal with congestion, and questions whether infrastructure could cope with planned development.

Policy I/ST: Sustainable transport and connectivity

There were lots of comments about the importance of this policy, and ensuring places were well connected. Many comments focused on the need to improve sustainable transport links for public transport cycling, horse-riding and walking. Some comments relate to individual elements of transport infrastructure such as the Greater Cambridge Partnership and Combined Authority schemes. A number of site promoters referenced how they consider their sites are in sustainable locations.

Policy I/EV: Parking and electric vehicles

More detail was needed regarding vehicle and cycle parking requirements and design standards. Some comments argued the electric charging infrastructure could be left to building regulations, and that the standards for provision for employment and retail appeared arbitrary. Some comments wanted to see reduced levels of parking; others sought flexibility to respond to local circumstances. Respondents also highlighted the need for spaces for clinically vulnerable people. A number of comments in the quick survey mentioned that we should be doing more to reduce dependency on cars, and support car free development.

Policy I/FD: Freight and delivery consolidation

The importance of supporting logistics was highlighted in a number of comments, with some saying that more space is required. Space to transfer goods to sustainable modes, such as cargo bikes was mentioned.

Policy I/SI: Safeguarding important infrastructure

The general approach to the policy was supported, and various infrastructure providers have made comments in relation to their specialist areas.

Policy I/AD: Aviation development

Whilst there was support for protecting people from the impacts of aviation development others highlighted the need to support and protect aviation infrastructure.

Policy I/EI: Energy infrastructure masterplanning

Detail was sought from developers regarding what doing an energy masterplan involved and how it would impact on viability. As well as having a residential threshold there were queries as to how it would apply to non-residential development.

Policy I/ID: Infrastructure and delivery

The importance of effective planning for infrastructure was highlighted, with many providers highlighting the need for funding to be secured for their areas of interest. Further detail in the Infrastructure Delivery Plans and viability assessment was requested for subsequent stages of plan making.

Policy I/DI: Digital infrastructure

There was lots of support for ensuring provision, including the views on the sorts of provision, such as broadband speed, that should be secured. Developers asked for clarity regarding what the requirements on them would be. Some considered that the issue should be left to building regulations.

Sustainability Appraisal

There was support from statutory consultees regarding the overall approach, with detailed comments to be taken into account for the next stages. Other comments questioned the assessment of individual site proposals. In some cases this was because village development was felt to have been unfairly assessed against sustainability objectives. There were comments regarding the relationship between the Cambridge waste water treatment works relocation proposals and the North East Cambridge site.

Habitats Regulations Assessment

Natural England is generally supportive of the interim findings of the HRA. Other comments raise issues regarding water supply impacts, and recreation impacts on protected sites.

7. Event records for in-person and online events attended by GCSP officers

Event Name: Cambourne Soul youth club

Event date and time

20 October and 3 November 2021

Event location

Cambourne Soul youth club

Event organiser

Cambourne Soul / Romsey Mill

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Hana Loftus(Engagement and Communications Lead)

Paul Frainer (Assistant Director Strategy and Economy)

Number of attendees

Two sessions on each evening with 6-10 12-16 year olds in the earlier session and 3-6 16-25 year olds in the later session. 3-4 youth workers in their 20s plus some older adult volunteers also participated in the discussion.

Issues discussed

What is good about Cambourne?

- Quiet, access to the countryside, the footpaths and lakes – ‘to be able to get lost’
- Crow Hill – ‘Cambourne’s Everest’ much valued
- Eco park and the wood area near there
- The sports pitches near the leisure centre – ‘full to the brim of people in summer’

- Cricket pitches – not really just for cricket but as places to hang out
- Walking link from the village centre to the village college
- Some young people said that the transport was fairly good
- Nice houses
- The existing shops are appreciated – but see comments below about altogether not enough shops

How could Cambourne be improved?

- 'More like Cambridge' or 'the next Cambridge' – which was expanded upon to mean shops in different areas, better local centres in Upper and Lower Cambourne not just Greater Cambourne, a greater variety of shops in Greater Cambourne such as clothes (Primark), shoes, sports (Sports Direct), bike shop (Halfords), phone repair, cafes (Starbucks) – 'places to spend money'
- 'Market square' – several young people mentioned the green space that feels 'left over' between the village centre and the Hub, on both sides of the street, as a place where market activity (permanent or temporal) could take place, or more small shop units/ Boxpark type retail could be located – pop up stalls and a community hub in what feels a bit like dead space right now
- Post office
- 'Mini shopping centre' like the Beehive centre but smaller
- Lidl/Aldi
- Shops / etc are also places for school leavers to get jobs – noted that Home Bargains took on a lot of school leavers but there weren't many other places that employed young people
- Many young people were interested in starting their own small businesses e.g. nail bar, small shop, repair business, but lacked the space to be able to do so
- Swimming pool which has been talked about for a long while with nothing coming to fruition. Swimming not just as a sport but as a leisure activity, something to do with friends
- Affordable gym for younger people
- More skate/BMX facilities – the skatepark is appreciated but is not enough for the whole community
- Bowling/cinema

- Go karting
- Not having to go to Cambridge to access these kinds of shops and activities
- Noted that fairs and other similar activities don't come often
- Restaurants/bars/ pubs – apart from the Monkfield there's nowhere else to go and the Monkfield gets crowded/too busy
- Dog park/ issues with lots of dogs in general green spaces

Spatial layout/masterplanning discussion – where should new development be located, what kind, where should the new station go?

- Strong preference for new station on the north side of Cambourne – young people didn't understand how the southern option would integrate at all with the existing centre and worried about losing the lakes/green spaces/access to countryside on that side.
- Wanted good connections to Bourn Airfield new village – were of the opinion that Bourn would effectively be another Cambourne West i.e. basically feel like another segment of Cambourne.
- Comment that Cambourne was 'blotchy' which was expanded upon to mean that it was a series of disconnected estates rather than a single place.
- Young people liked to have places to hang out that were near other activities but also slightly out of the way/with a degree of privacy – e.g. a wooded space near the village centre is much used for this reason.

Housing discussion – what kind of homes would you like to live in in the future?

- Maisonette with garden
- Outside space valued – considerations about pet owning, reports of new housing (social and private) not allowing pet owning
- Some expressed a view of no more flats but others liked the look and feel of some more flatted developments with big balconies – the balconies were key
- 4 storeys the max (some people said)

Design of new developments:

- Colour of brickwork makes a big difference
- Wanting character/something special

- Mention of a development near Mitcham's Corner which was liked (sounded like it might be a College project?)
- Didn't like the 'green' houses built in one phase
- Wanted 'features' – balconies, extensions, detail not just 'blocks'

Discussion around barriers to using public and active travel modes:

- Location of jobs – getting to work is an issue, two parents might both work in different locations and these are too far/not accessible as quickly as necessary unless you drive
- Lack of segregated cycle routes
- Need for car ownership for emergency situations. Discussion about whether car clubs/shared cars could help with some of that need
- More school buses that were actually useful

Services/social issues raised:

- Lack of policing – young people felt unsafe. A lot of discussion around antisocial behaviour and crime. A knife bin was mentioned. Discussion of conflict between residents in new social housing and existing neighbours. Discussion of dead-end cul-de-sacs feeling unsafe. Interesting points raised about some kids being allowed to play out unsupervised at what was felt to be too young an age, it was acknowledged that it was good that the street was safe enough for this to happen but there were concerns about the kids welfare and the lack of responsibility of their parents. (This was raised by the young people themselves and not the youth workers).
- Lack of mental health provision and local offer that supports wellbeing
- SEND provision in education
- Wifi and bandwidth issues
- Concern about the town council not being representative – view that the town council presented themselves as fairly powerful but were they really representing all parts of the community

Follow-up required by officers

- Have passed on details of Cambourne/A428 development cluster forum to the group

Event name: Waterbeach Community Forum**Event date and time**

20 October 2021, 18:00

Event location

Online - [Waterbeach Community Forum - South Cambs District Council](https://www.scambs.gov.uk/waterbeach-community-forum)
([scambs.gov.uk](https://www.scambs.gov.uk))

Event organiser

South Cambs DC

Council members/officers in attendance

South Cambridgeshire Cllr Anna Bradnam

Greater Cambridge Planning Service officers: Jonathan Dixon (Planning Policy Manager)

Plus a range of other council officers to address other agenda items.

Number of attendees

Approximately 45 people

Issues discussed

As part of the wider forum agenda, a 15 minute presentation was given, highlighting key issues from the consultation and how to comment. Questions raised included how the proposals would impact on the Waterbeach new town, and questions about the relationship of the local plan with the relocation of the waste water treatment works.

Meeting recorded and available on website: [Waterbeach Community Forum - 20 October 2021 - South Cambs District Council](https://www.scambs.gov.uk/waterbeach-community-forum) ([scambs.gov.uk](https://www.scambs.gov.uk))

Follow-up required by officers

A number of follow up questions were added to Q&A, which were followed up in writing

Event name: Cambridge Residents Associations Forum**Event date and time**

16:30, 4 November 2021

Event location

Online

Event organiser

Greater Cambridge Shared Planning Service

Council members/ officers in attendance

Cambridge Cllr Katie Thornburrow

South Cambridgeshire Cllr Tumi Hawkins

Greater Cambridge Planning Service officers:

Jonathan Dixon (Planning Policy Manager)

Caroline Hunt (Strategy and Economy Manager)

Plus a range of other council officers to address other agenda items.

Number of attendees

Approx. 40

Issues discussed

As part of the wider forum agenda, a 15 minute presentation was given, highlighting key issues from the consultation and how to comment. A range of questions were asked regarding planned levels of development, water supply and responses to comments made through previous consultations.

Meeting recorded and available on Cambridge City Council website.

Follow-up required by officers

A number of follow up questions were added to Q&A, which were followed up in writing (see below)

Event name: Webinar 1: Introducing the Local Plan and how to get involved

Event date and time

12-1pm, 4 November 2021

Event location

Zoom [Webinar video](#), [slides from the webinar](#).

Event organiser

Greater Cambridge Shared Planning

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Paul Frainer, Assistant Director Strategy & Economy

Hana Loftus, Engagement and Communications Lead

Jonathan Dixon, Planning Policy Manager

Stuart Morris, Principal Policy Planner

Mairead O'Sullivan, Senior Policy Officer

Mark Deas, Senior Policy Officer

Number of attendees

45

Issues discussed

The webinar included presentation sections regarding plan making, and how to engage with the consultation. Two interactive Mentimeter sessions were included allowing attendees to share their brief views on issues related to the consultation.

A range of questions were asked, and were responded to within the webinar, regarding:

- How to explore the proposals;
- The comprehensiveness of the consultation;
- Relationship with proposals to relocate the Cambridge water treatment works;

- Why the plan period was to 2041;
- Why we are doing events in the locations where we selected.

Follow-up required by officers

A number of follow up questions were added to Q&A, which were followed up in writing

Event name: Cambridgeshire Development Forum**Event date and time**

9.30-10.30am, 5 November 2021

Event location

Savills, Unex House, 132-134 Hills Road, Cambridge with some CDF members joining via Teams

Event organiser

Cambridgeshire Development Forum

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Stephen Kelly, Joint Director of Planning and Economic Development

Caroline Hunt, Strategy & Economy Manager

Number of attendees

Approx. 25

Issues discussed

Officers made a presentation regarding the First Proposals Local Plan.

Issues raised by attendees included:

- Are sites in the current local plans on track?
- Should there be a longer term time horizon for the local plan?
- Jobs proposals are laudable but where will industrial jobs be provided?
- Villages need local homes
- The world is changing fast, how flexible are proposals to changes in types of jobs and changing tech, what about government's levelling up agenda?
- How are jobs and homes being linked together?
- What if jobs forecast are exceeded, there is a need for more affordable housing and commuting is predominantly by car
- Ambition is important and what the plan is trying to achieve, the plan period is proposed to 2041 – is that ambitious enough? Lot of allocations are existing

sites and have been around for years. What if not planning for enough homes and jobs. Milton Keynes is looking to 2050 in its plan.

- Cambourne – make East West Rail in a form that enables a single town to be developed.
- Villages – scope for more small/medium green belt sites
- Not ambitious enough on climate change measures to retrofit existing properties – could take from new developments to cross subsidise existing. Need flexibility to enable listed buildings to retrofit. Look to modern methods of construction.
- Another comment was why should people in new sustainable housing should cross subsidise those living in old housing
- How is accelerated delivery in new towns going to be achieved?
- CDF is a good place to talk about deliverability as well as market absorption
- Timing will be important given OxCam Spatial Framework, LTCP, and planning reform in midst of process.

Follow-up required by officers

None

Event name: Cambridge East Community Forum**Event date and time**

6-8pm, 10 November 2021

Event location

Zoom [Cambridge East Community Forum - Cambridge City Council](#)

Event organiser

South Cambridgeshire District Council

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Caroline Hunt, Strategy & Economy Manager

Stuart Morris, Principal Policy Planner

Number of attendees

56

Issues discussed

Officers made a presentation regarding the First Proposals Local Plan including a focus on proposals in and around Cambridge East, and the transport implications of these.

Issues raised by attendees included:

- Suggested there is a need to identify sites close to A14/M11 for a freight interchange to enable small packages to be transferred to cycling/e-cycle-based local distribution services.
- Questioned what is being done as part of the Local Plan to ensure that community infrastructure is improved to meet the increased need of the new homes.
- Concern that the North East Cambridge site near Cambridge North Station will attract a lot of out of in-commuting from outside Greater Cambridge, and about in and out-commuting more generally.

- Concern about traffic on Coldham's Lane arising from previously and currently proposed development.
- In relation to water supply, questioned whether there is a critical date by which the expanded water supply has to be in programme before the Local Plan would need to be revised and possibly reduce growth targets, and whether this issue also applied to electrical power. Queried whether the water companies accept the conclusions of the Local Plan water supply evidence, and whether the Anglian Water Cambridge Waste Water Treatment Plant proposed relocation site is ambitious enough in terms of infrastructure growth given all the housing planned.
- Questioned, given the proximity of East Cambridge to A14, what consideration is being given to regional facilities.
- Questioned what consideration the Councils have given to light rail connections to surrounding towns outside the county.
- Questioned what section of the Plan addresses broadband provision.
- Concern that the distribution of sites focuses in an unbalanced way on the north and east of Cambridge.
- Questioned whether the Councils have any powers to control the number of dwellings purchased by any individual 'body' who might then rent them out, or hold them as an investment.
- Concern that sustainable development at North East Cambridge is reliant upon the relocation of the Cambridge Waste Water Treatment Plant to the Green Belt, which is not desirable.

Follow-up required by officers

None

Event name: Webinar 2: Jobs and Homes**Event date and time**

12-1pm, 10 November 2021

Event location

Zoom [Webinar video](#), [slides from the webinar](#) and the [webinar Q&A](#).

Event organiser

Greater Cambridge Shared Planning

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Stephen Kelly, Joint Director of Planning and Economic Development

Paul Frainer, Assistant Director Strategy & Economy

Caroline Hunt, Strategy & Economy Manager

Jonathan Dixon, Planning Policy Manager

Stuart Morris, Principal Policy Planner

(Matt Kinghan, Icen Projects – consultant responsible for relevant evidence bases)

Number of attendees

45

Issues discussed

The webinar included presentation sections regarding the jobs and homes numbers included in the First Proposals and the evidence bases that informed these. Two interactive Mentimeter sessions were included allowing attendees to share their brief views on jobs and homes numbers.

A range of questions were asked, and were responded to within the webinar, regarding:

- The data on which jobs and homes evidence was based
- Whether the plan takes into account the needs of specific sectors
- The impact of COVID-19 on people's working and travel patterns
- The balance of jobs and homes being planned for

- Whether it was possible to limit the amount of employment land available, so that jobs are diverted to other areas (levelling up)
- The approach taken to planning for a buffer of housing over and above the identified 'need' for homes
- Relationship of housing numbers with OxCam aspirations
- The existing employment land supply
- Unemployment and entry level requirements, in relation to providing jobs for local residents
- The impact of water supply constraints and associated environmental impacts on the proposed jobs and homes numbers

Follow-up required by officers

A number of follow up questions were added to Q&A, which were followed up in writing

Event name: Webinar 3: Sites and strategy**Event date and time**

12-1pm, 10 November 2021

Event location

Zoom [Webinar video](#), [slides from the webinar](#) and the [webinar Q&A](#).

Event organiser

Greater Cambridge Shared Planning

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Paul Frainer, Assistant Director Strategy & Economy

Caroline Hunt, Strategy & Economy Manager

Hana Loftus, Communications lead

Stuart Morris, Principal Policy Planner

Number of attendees

45

Issues discussed

The webinar included presentation sections regarding how the strategy was developed, the resulting overarching strategy, and the sites supporting this. Two interactive Mentimeter sessions were included allowing attendees to share their brief views on the strategy.

A range of questions were asked, and were responded to within the webinar, regarding:

- The approach taken to identifying the sites included within the strategy
- The location of proposed development sites in relation to flooding and infrastructure
- Provision of water and its impact on the chalk aquifer
- Provision of transport infrastructure

- Transport infrastructure capacity, commuting patterns
- The impact of COVID-19 on people's working and travel patterns
- The impact of new development on existing communities
- The need for affordable housing
- Specific locations, including Cambridge Biomedical Campus and Cambourne
- planned levels of development, water supply and responses to comments made through previous consultations.

Webinar recorded and available on Greater Cambridge Shared Planning website.

Follow-up required by officers

A number of follow up questions were added to Q&A, which were followed up in writing

Event name: Clay Farm drop-in session**Event date and time**

4-7pm, Thursday 11 November 2021

Event location

Clay Farm Centre, Trumpington (public space in the library)

Event organiser

Greater Cambridge Planning Service officers:

Council members/officers in attendance

Hana Loftus (Communications lead)

Johanna Davies (Principal Policy Planner)

Mark Deas (Senior Policy Planner)

Julia Briggs (Planning Officer)

Cambridge City Cllrs Hawk and Lee, and County Cllr Slatter dropped in for part of the session

Number of attendees

Approx. 25-30

Mix of parents with children visiting library and (generally older) people specifically visiting to attend the public consultation

Issues discussed

Shops and services

- Commercial rents too high and are discouraging local businesses – there are still empty units
- Need more flexibility - both in terms of physical space (need to be able to merge units to create larger premises) and uses (support for positive approach to meanwhile uses)
- Is there a need for pub in Clay Farm?

- Need more nursery (childcare) facilities – difficult to get kids into childcare as they are all full
- Residents generally very positive about living in Trumpington/Gt Kneighton – praising the amount of community facilities, the quality of the spaces, neighbourhood feel, safety etc.

Cambridge Biomedical Campus

- Should finish uncompleted parts of existing masterplan before being allocated more land
- Too big – no case for further agglomeration
- Can't CBC develop satellite sites e.g. in city centre or on other brownfield sites rather than expanding where it is?
- Why do private companies get to locate on CBC – can't they be elsewhere?
- Re 'levelling up' agenda why aren't these companies encouraged to set up campuses in other parts of the country

Brownfield/site strategy

- Should always develop brownfield land first
- Was support for developing at high densities to limit greenfield land take
- Support for using some greenbelt areas where they are not 'useful' or particularly accessible/beautiful but not the 'beautiful' bits.
- There was support for the greenbelt CBC site at least to the point where people did feel it was the less 'beautiful' part if you had to choose, apart from some people whose amenity/view was going to be directly affected.

Play areas

- More play areas/ space, especially for older children. Should look at examples of good practice from abroad such as Sweden and Netherlands

Transport

- More support for cycling. There was support for local initiatives and the more strategic concept of a cycleway from Cambridge to Oxford
- Again, we should look to Europe for examples of good practice
- Parking is an issue around Clay Farm/ Trumpington. No parking enforcement in place as roads not adopted. However, there will be issues when enforcement commences. Parking spaces heavily limited but there are not suitable alternative travelling options. For example, how will 'white van' tradesmen be able to operate in these areas? Need to look at car clubs

- Concern about Cambridge South station and EWR eating into countryside and the Country Park
- Concern about lack of direct bus from Clay Farm area to Cambridge Station (bus goes via CBC and therefore takes a long time) plus lack of bus stops meaning bus stops get very crowded.
- Concern about cycling to station due to cycle theft at the Cycle Point facility
- Support for Cambridge South station in principle but concerns about the design and land take

Affordable housing

- Affordable housing is not affordable in Cambridge!
- Need more development in south Cambridge where houses will be more affordable than in the city/fringes.
- Some residents were talking about how it was difficult to buy property in Trumpington/Gt Kneighton if they needed a bigger house (e.g. family growing) as it was unaffordable, they were looking to e.g. Marleigh for a slightly more affordable offer but with a similar level of community facilities and neighbourhood feel.

Residential development next to Ninewells

- Don't want more housing on greenbelt land
- With new south station proposal development out of the city will be sustainable and more affordable.

Community gardens and allotments

- The lack of private gardens means that communal open space is very important
- Allotments are more useful than community gardens as it is easier to manage them. Residents get more direct benefits and it is clearer who is responsible for maintaining them
- There is good practice from Trumpington that could be applied to other strategic sites

Water/related issues

- Concern about chalk streams etc – mention of Fergal Sharkey and his campaign
- Concern about flash flooding and building on water meadows

Follow-up required by officers

Photos sent to Cllrs Slatter and Hauk (with permission of resident in the photo) - completed

Event name: Melbourn Hub drop-in session**Event date and time**

10-1pm, Saturday 13 November 2021

Event location

Melbourn Hub (marquee outside)

Event organiser

Greater Cambridge Shared Planning

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Mark Deas (Senior Policy Planner), Julia Briggs (Planning Officer), Jon Dixon (Planning Policy Manager)

South Cambridgeshire Cllrs Hales, Hart and Roberts dropped in for part of the session

Number of attendees

Approx. 50-60

Issues discussed

There were a mixed range of issues and views expressed.

The Moor:

A number of attendees visited to specifically comment on the proposed allocation at The Moor, largely to express opposition.

The main concern was access/ traffic, in particular congestion on the street at the start and end of the school day and the width of the road.

There was also concern about the impact on the environment and biodiversity. It was commented that the site is one of the last remaining green spaces along the road and that there has also recently been another development along the road. It was

noted that this field breaks up the edge of the village, which adds to the semi-rural character of the area.

Residents visit horses on the field, there is a value to the community.

More general comments were made about the impact on already overloaded services such as schools and GP's

It was argued that the scheme could be a 'trojan horse' leading to further development on the large field to the rear of the site

Over-development of Melbourn:

- There was criticism both from those opposed to The Moor allocation and the larger allocation adjacent to the science park that the overall proposals amounted to over-development of Melbourn
- It was argued that further development would place unacceptable strains on infrastructure (including water, traffic, schools and health facilities)
- Previous development (including the New Road 'five year land supply' site) has been detrimental to the rural character of the village
- There was disagreement that Melbourn is a sustainable location for further development

Housing:

- Although those opposed to the proposed allocations did not want to see further growth there was a recognition by others of the housing challenges faced in the area, particularly younger and lower income households who could not afford local prices
- Some attendees felt that the proposals were 'about right'.

Overall Strategy:

- There was some support for the overall approach to development, focusing on brownfield sites and accessible locations.
- Need to address transport issues, and deliver public transport improvements.
- Acknowledgement of housing needs by some, and also concern about levels of development by others.

Consultation

- There was scepticism by some who suggested that the consultation was a 'done deal'.

Follow-up required by officers

None.

Event name: North West and West Cambridge Community Forum

Event date and time

6-7.30pm, 17 November 2021

Event location

Zoom - [North West and West Community Forum - Cambridge City Council](#)

Event organiser

Cambridge City Council

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Caroline Hunt, Strategy & Economy Manager

Number of attendees

46

Issues discussed

- Do you have plans for enough water to serve the proposed development?
- Where does the number of 49,000 new homes to be built come from?
- How will affordability be defined, will it be by ratio to income or to private rent, will they actually be affordable to key workers?
- How will the really limited space in the city centre cope with increased numbers of people that will be using the city centre?
- Given growth of jobs since last local plan generated by local activities what does the local plan say about attracting jobs from other parts of the UK?
- As we bring in more local residents are there plans to help deal with tourists?

Follow-up required by officers

None

Event name: Gypsy & Traveller focused drop in event**Event date and time**

17 November 2021

Event location

Cottenham

Event organiser

South Cambridgeshire District Council

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Mark Deas (Senior Policy Planner)

Stevie Kuch (G&T Liaison Officer)

Number of attendees

There were about 10 attendees to the general drop in event.

Issues discussed

These points are based on a discussion with two people from the G&T community who live in Fenland. (One has experience of working with the G&T community across Cambridgeshire)

- The G&T community faces significant discrimination both generally and within housing related issues
- Delivery organisations can identify traveller homes from their address and refuse to make deliveries to them. (This was particularly problematic during Covid related lockdowns)
- It was suggested that this is through the type of planning permission granted and Local Planning Authorities should therefore amend their planning permissions to counter 'red -lining'.

- Restriction on G&T planning permissions can make it difficult to get a mortgage as the financial institution may not be able to recover the full value of their loan.
- Most of the G&T community would prefer to buy their own site/ property rather than rent privately or from a local authority.
- Whilst they do not want to live on large sites they generally want to be near other G&T sites to be close to friends and family. This supports expanding existing sites.
- There is much less seasonal work about which means many of the G&T community won't meet the PPTS definition.
- Self and custom build plots could potentially provide scope for the G&T population. However, cost is likely to be an issue.

In terms of the Local Plan, one traveller discussed the plan and took some leaflets to give to her neighbours.

Follow-up required by officers

None

Event name: Webinar 4: Climate Change and Water**Event date and time**

5 – 6 pm, 17 November 2021

Event location

Zoom [Webinar video](#), [slides from the webinar](#) and the [webinar Q&A](#).

Event organiser

Greater Cambridge Shared Planning

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Paul Frainer, Assistant Director Strategy & Economy

Jonathan Dixon, Planning Policy Manager

Nancy Kimberley, Principal Policy Planner

Emma Davies, Principal Sustainability Officer

(Anna Makenzie - Etude, Marina Goodyear – Bioregional,

Elliot Gill - Stantec – consultants responsible for relevant evidence bases)

Number of attendees

25

Issues discussed

The webinar included presentation sections regarding the climate change, net zero carbon building standards, and water supply issues. Two interactive Mentimeter sessions were included allowing attendees to share their views.

A range of questions were asked, and were responded to within the webinar, regarding:

- Application of net zero carbon standards;
- Retrofitting of buildings;

- Levels of development;
- Approaches to water efficiency, including water neutrality.

Follow-up required by officers

A number of follow up questions were added to Q&A, which were followed up in writing

Event name: North Area Committee**Event date and time**

6.30-9.30pm, 18 November 2021

Event location

Zoom - [Agenda for North Area Committee on Thursday, 18th November, 2021, 6.30 pm - Cambridge Council](#)

Event organiser

Cambridge City Council

Council members/officers in attendance

Greater Cambridge Planning Service officers: Caroline Hunt, Strategy & Economy Manager

Terry de Sousa, Principal Planning Policy Officer

North Area Committee Members

Number of attendees

Approximately 20 people in attendance.

Issues discussed

The committee included a number of agenda items. The Local Plan agenda item included a presentation by officers of the First Proposals and how to comment, including a focus on proposals in and around North Cambridge.

Public questions raised in writing and answered in the meeting were:

- with a drop in birth rate, migration and young people not being able to get mortgages as rates rise – who will buy these houses?
- Is there not a need to address the fact that people who were born in Cambridge cannot afford to live in the town they grew up in – should these not be the immediate focus?
- How can you define and guarantee affordable housing?

- With businesses choosing to incorporate more working from home, it makes sense that less office spaces will be needed. Is this shift being built into the plan through future proofing?

Follow-up required by officers

None

Event name: Cambourne Hub drop-in**Event date and time**

4-7.30pm, 18 November 2021

Event location

Cambourne Hub

Event organiser

Greater Cambridge Shared Planning

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Mark Deas (Senior Policy Planner), Johanna Davies (Principal Policy Planner),
Charlotte Morgan-Shelbourne (Admin Officer)

South Cambridgeshire Cllr Hawkins dropped in for a few minutes on way to another meeting

Number of attendees

Approx. 5 in room and 11 engaged outside

Issues discussed

One person thought that people in Cambourne were largely accepting of new development. Cambourne Town Council had been very successful in securing new facilities through s106 agreements and hence residents saw the benefits of new development. (They had also moved to a new settlement and therefore were perhaps implicitly more accepting of change) Interestingly, the few attendees we did get were from neighbouring villages.

Attendees were generally interested in finding out more about the proposals rather than coming with any specific points they wanted to make.

Follow-up required by officers

None

Event name: Abbey People coffee morning, Barnwell Hub

Event date and time

10-1pm, 13 November 2021

Event location

Barnwell Hub (inside and outside)

Event organiser

Abbey People

Council members/officers in attendance

Greater Cambridge Planning Service officers: Mark Deas (Senior Policy Planner), Leonie Walker (Urban Designer)

Number of attendees

4 members of public plus 2 members of staff from Abbey People

Footfall was very low. A few people visited the pharmacy but there was little other passing custom.

Issues discussed

Despite the low numbers, discussions were prolonged and hence a wide range of issues were covered.

Affordable housing

- There was support for a significant proportion of any new development being affordable housing. The unaffordability of local prices was highlighted.

Quality of housing

- Much of the local housing stock is old and inefficient. This makes it expensive to heat and causes fuel poverty.
- Is there scope for district heating or other community led heating opportunities?

Social enterprise and community facilities

- New development should include new community facilities (e.g. better provision for existing hub) and opportunities for social enterprise.

- There needs to be more provision aimed at young people.
- Infrastructure
- Do the new developments include improvements to existing infrastructure?
Two mothers with children at primary school were particularly concerned about the lack of a local secondary school.
- The phasing of infrastructure provision is important to ensure it is delivered when needed.
- There was also support for the idea of meanwhile uses to maximise the use of buildings during long term development proposals.

Cambridge United FC

- There was concern about any potential re-development of the Abbey stadium and re-location of Cambridge United FC. CUFC are seen as an important benefactor to the local community with lots of local initiatives. If they moved away this could have a significant negative local impact.

Waste water treatment works

- One attendee strongly objected to the re-location of the WWTC to a green field site accommodate more housing.

Follow-up required by officers

None

Event name: Barnwell Hub drop-in

Event date and time

11am - 1pm, 20 November 2021

Event location

Barnwell Hub

Event organiser

Greater Cambridge Shared Planning

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Hana Loftus (Communications lead)

Nancy Kimberley (Principal Policy Planner)

Bruce Waller (Principal Policy Planner)

Number of attendees

25

Issues discussed

- Need for more council housing raised by most people
- Affordable housing is not actually affordable
- System for housing allocations doesn't work to address those most in need
- Overcrowding a problem – several generations living together in crowded accommodation because younger generations can't afford somewhere of their own
- Airport is 'wasted land' and fine to develop
- More school places needed
- One person spoke out against the CWWTP relocation until they understood it was not south of the A14 at which point they changed their mind and were fine with it
- Support for climate change agenda in the plan

- Abbey stadium relocation was raised – person was supportive of it moving, the stadium creates traffic and parking issues locally (this was raised by some other people too)
- Concern about water pressure in tall buildings – that current water pressure is not adequate in some council homes
- Desire for open spaces to be useable – dislike of the ‘no ball games’ approach to open spaces in the area’s estates
- Consultation fatigue – sense that their views were ignored

Follow-up required by officers

None.

Event name: Parish Forum - Area 1

Event date and time

4.30-6pm, 22 November 2021

Event location

Zoom

Event organiser

Greater Cambridge Shared Planning

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Jonathan Dixon, Planning Policy Manager

Hana Loftus, Communications Lead

Stuart Morris, Principal Policy Planner

South Cambridgeshire Cllr Tumi Hawkins, Lead Member for Planning

Number of attendees

24

Issues discussed

The webinar included a presentation of the First Proposals and how to comment.

A range of questions were asked, and were responded to within the webinar, regarding:

- How to comment
- The length of the consultation
- The connection of the First Proposals consultation to other consultations such as OxCam Arc and Greater Cambridge Partnership travel schemes
- The Green Infrastructure Opportunity Mapping evidence base and call for green space sites

- Development site submissions
- Demand on electricity infrastructure and proposals for renewable energy
- Housing numbers
- The definition of new settlements in the First Proposals
- The relationship of the Thakeham new settlement proposal with the First Proposals plans
- The approach taken to site identification in relation to existing and future transport
- The proposal to only provide electric connections for homes, noting the future potential of hydrogen fuel connection
- Challenge of the plan relying on uncertain delivery of East West Rail
- Affordable housing definition and challenges
- Employment land provision in relation to need, and the different types of employment land
- Transport impacts on local roads

Follow-up required by officers

A number of follow up questions were added to Q&A, which were followed up in writing

Event name: Webinar 5: Biodiversity and green spaces**Event date and time**

12-1pm, 24 November 2021

Event location

Zoom [Webinar video](#), slides from the webinar and the [webinar Q&A](#).

Event organiser

Greater Cambridge Shared Planning

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Paul Frainer, Assistant Director Strategy & Economy

Jonathan Dixon, Planning Policy Manager

John Cornell, Team Leader – Natural Environment Team Leader

Bruce Waller, Principal Policy Planner

Stuart Morris, Principal Policy Planner

Diana Manson, LUC (Consultant responsible for green infrastructure evidence base)

Number of attendees

29

Issues discussed

The webinar included presentation sections regarding the biodiversity and green spaces proposals included in the First Proposals and the evidence bases that informed these. Two interactive Mentimeter sessions were included allowing attendees to share their brief views on biodiversity and green spaces issues.

A range of questions and issues were asked, and were responded to within the webinar, regarding:

- The need for draft plan biodiversity policy to include provision for nest and bat boxes

- The relationship of the proposed green infrastructure initiatives with the proposed Green Belt policy
- The need to prioritise onsite biodiversity net gain
- Maintenance and funding of green spaces
- Relationship of green infrastructure proposals with Future Parks project
- Relationship of green spaces policies with water abstraction challenges
- Noting that the first priority should be to protect existing sites from the adverse effects of development, alongside biodiversity net gain
- Whether the green infrastructure initiatives were too focused on biodiversity such that they did not sufficiently address the full range of potential benefits

Follow-up required by officers

None

Event name: A428 Cluster Meeting**Event date and time**

6-8pm, 24 November 2021

Event location

Zoom

Event organiser

South Cambridgeshire District Council

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Stephen Kelly, Joint Director of Planning and Economic Development

Caroline Hunt, Strategy & Economy Manager

South Cambridgeshire Cllr Tumi Hawkins, Lead Member for Planning

Number of attendees

23

Issues discussed

Officers made a presentation regarding the First Proposals Local Plan including a focus on proposals in and around the A428 in the parishes of Bourn, Boxworth, Caldecote, Cambourne, Caxton, Elsworth, Eltisley, Hardwick, Knapwell and Papworth.

Issues raised by attendees included:

- If East West Rail does not go ahead would Cambourne be removed from the Local Plan?
- If the 1,950 dwellings is based on build rate assumptions by 2041, does that mean that there could be more development in total?

Follow-up required by officers

None

Event name: Gypsy & Traveller focused drop in

Event date and time

24 November 2021

Event location

Cottenham

Event organiser

South Cambridgeshire District Council

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Mark Deas (Senior Policy Planner)

Stevie Kuch, G&T Liaison Officer

Number of attendees

Part drop in event with various staff from the county council. Numbers of attendees apparently vary considerably. On 24/11/21 there were no attendees. Staff suggested this was due to people being encouraged to make an appointment before attending and a couple of key staff being absent.

Issues discussed

N/A

Follow-up required by officers

None

Event name: Gypsy & Traveller focused drop in

Event date and time

11-12pm, 25 November 2021

Event location

Milton

Event organiser

Stevie Kuch, G&T Liaison Officer, SCDC

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Mark Deas (Senior Policy Planner)

Stevie Kuch, G&T Liaison Officer

Number of attendees

1

Issues discussed

The discussion focused on potential new G&T sites.

- It was considered there was very little scope for expending existing SCDC sites as they both have 16 pitches which is considered to be a good size in terms of management.
- A couple of redundant old sites were mentioned:
 - Metal Hill, Meldreth – this is owned by the parish council who do not want to see the site developed as a G&T site again
 - Meadow Road, Willingham

Follow-up required by officers

None.

Event name: Webinar 6: North East Cambridge – the Local Plan and the Area Action Plan

Event date and time

12-1pm, 25 November 2021

Event location

Zoom [Webinar video](#), slides from the webinar and [the webinar Q&A](#).

Event organiser

Greater Cambridge Shared Planning

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Stephen Kelly, Joint Director of Planning and Economic Development

Paul Frainer, Assistant Director Strategy & Economy

Caroline Hunt, Strategy & Economy Manager

Number of attendees

33

Issues discussed

- Stage of the AAP process
- Explaining the distinct process between the AAP, Local Plan and the Waste Water treatment Plant DCO
- NEC spatial strategy
- What has changed since we last consulted
- Water supply
- Fen road crossing
- Key benefits and opportunities for the new city district

Follow-up required by officers

A number of follow up questions were added to Q&A, which were followed up in writing

Event name: Arbury Community Centre drop-in**Event date and time**

3-7pm, 25 November 2021

Event location

Arbury Community Centre

Event organiser

Greater Cambridge Shared Planning

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Mark Deas (Senior Policy Planner), Nancy Kimberley (Principal Policy Planner),
Bruce Waller (Principal Policy Planner)

Number of attendees

4 people attended the exhibition specifically. Also engaged with people attending other events in the community centre and handed out some leaflets (footfall was very low).

Issues discussed

Issues highlighted included that there had been some issues with Gypsies and Travellers staying on unauthorised sites adjacent to the centre. The local centre (Arbury Court) was well used with high occupancy rates. (The community centre was also very well used with 70 community groups booking space)

There was interest in how the Local Plan would deal with a range of issues including parking, trees and Gypsy & Traveller site provision. They also commented on the North East Cambridge Area Action Plan and were happy that the Councils had listened following a previous consultation and made changes with regards to increasing the amount of open space and reducing building heights. They also had

positive comments about the webinars that had been held for the Local Plan First Proposals.

One attendee was interested in how the housing numbers had been calculated and the relationship with the OxCam Arc. There was also discussion about how promoting high growth in this area did not tie up with the Government's proposals to 'level up' the country.

One attendee discussed broader issues around the overall level of growth proposed and was concerned about the transport impacts of the level of housing proposed and whether these had been modelled.

Follow-up required by officers

None

Event name: Cambridge City Council West Central Area Committee

Event date and time

7-8.30pm, 25 November 2021

Event location

Online

Event organiser

Cambridge City Council

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Jonathan Dixon, Planning Policy Manager

Jenny Nuttycombe, Principal Policy Planner

West Central Area Committee members

Number of attendees

20

Issues discussed

The committee included a number of agenda items. The Local Plan agenda item included a presentation of the First Proposals and how to comment.

Public questions raised issues regarding cultural infrastructure provision, in particular in relation to concert halls.

Follow-up required by officers

None

Event name: Parish Forum Areas 2 and 3

Event date and time

4.30-6pm, Thursday 25 November 2021

Event location

Zoom

Event organiser

Greater Cambridge Shared Planning

Council members/ officers in attendance

Greater Cambridge Planning Service officers:

Caroline Hunt, Strategy and Economy Manager

South Cambridgeshire Cllr Tumi Hawkins, Lead Member for Planning

Number of attendees

24

Issues discussed

The webinar included a presentation of the First Proposals and how to comment.

A range of questions were asked, and were responded to within the webinar, regarding:

- The approach taken to the 10% buffer applied on top of the objectively assessed need for housing
- Strategic Green Infrastructure Initiative 8: Western Gateway GI Corridors
- Energy supply, including electricity infrastructure and energy policy requirements
- S/RRP/L East of bypass Longstanton, policy area
- The policy approach to Gypsy and Traveller sites

Follow-up required by officers

The above questions were added to Q&A and were also followed up in writing.

Event name: Great Shelford drop-in**Event date and time**

9-12pm, 27 November 2021

Event location

Great Shelford farmer's market (Memorial Hall) and the adjacent Scout Hall
We ran a stand in the farmer's market with one officer fielding questions and signposting those interested to the adjacent scout hall where other officers and councillors set up a small exhibition area

Event organiser

Greater Cambridge Shared Planning Service

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Mark Deas (Senior Policy Planner), Stuart Morris (Principal Policy Planner) and Julia Briggs (Planning Officer)

South Cambridgeshire Cllrs Peter Fane and Nick Sample

Number of attendees

About 30-40 although difficult to be precise as some people will have visited both halls

Issues discussed

Hinton Way/Mingle Lane

A number of people felt that this site was unsuitable for housing:

- It's in the green belt
- Concern that allocating this site would provide a precedent for further in this location, reducing gaps between Gt Shelford and Stapleford
- Concern that more housing will be included on site if additional access provided
- Access would be better on Mingle Lane? Access from Hinton Way will add pressure on the level crossing. Also, need to take account of potential future development of Waverley Park opposite proposed Hinton Way access

Cambridge Biomedical Campus

- Concern that CBC is encroaching too far towards Great Shelford

Sites near Shelford Rugby Club

- There was support for the plan not proposing further development sites near to Shelford Rugby Club

Overall impact of development on Great Shelford

- Gt Shelford does not have the infrastructure to cope with further development – GP's, schools, shops
- Congestion will increase
- There will be detrimental impacts on the character and appearance of the village

Green Belt

- There is opposition to development in the Green Belt in principle

Level of growth proposed in the plan

- The plan should be targeting the minimum level of development it can, i.e. Government housing figure
- Some distrust of the local housing evidence.

Relationship between housing and employment

- There was scepticism that new housing would be occupied by local people. Could lead to an increase in London commuting. Therefore, spatial strategy of locating housing in rural Southern cluster close to employment centres not sound
- However, there was support for the concept of key worker housing

Employment trends

- Are the projected employment growth levels still likely to occur post Coronavirus?
- Will we still need projected level of employment space or will different work patterns limit this demand?

General

- Concern about pressure on water supply/infrastructure and the effect of growth on the natural environment.

Follow-up required by officers

Officers provided email follow-ups sharing with specific residents and local members information regarding:

- The Statement of Consultation
- Site assessments in the Housing and Economic Land Availability Assessment

Event name: Cambridge City Council South Area Committee

Event date and time

7-8.30pm, 29 November 2021

Event location

Online

Event organiser

Cambridge City Council

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Jonathan Dixon, Planning Policy Manager

Stuart Morris, Principal Policy Planner

South Area Committee members

Number of attendees

15

Issues discussed

The committee included a number of agenda items. The Local Plan agenda item included a presentation of the First Proposals and how to comment.

A range of questions and comments were made, which were responded to within the committee, regarding:

- Coldham's Lane and transport impacts
- Learning from previous plans, including residents' satisfaction regarding quality of life
- Cambridge Biomedical Campus proposed allocation, including impacts on agricultural land, landscape, Green Belt and employment land supply.
- Transport impacts at Land North of Cherry Hinton

- Whether the plan will support jobs and homes for local people
- Water supply
- The approach to consultation
- Opportunity to use evidence from new developments in the south of Cambridge, such as energy and water use
- Noting that new development in the south of Cambridge is still ongoing and can be learnt from
- Flexibility of non-residential uses
- The affordable housing register
- The need for local business space to meet community needs
- The potential for leisure facilities to be provided at the Cambridge Airport site
- Cambridge Great Park proposal

Follow-up required by officers

None

Event name: Milton youth club

Event date and time

30 November 2021

Event location

Milton youth club, The Sycamores

Event organiser

Connections Bus Project

Council members/officers in attendance

Greater Cambridge Planning Service officers:

Hana Loftus (Communications Lead)

Number of attendees

6 young people (13-16), 3 adult youth workers

Issues discussed

What the young people wanted to see in/around Milton:

- Go karting, paintballing i.e. energetic outdoor activities, not just 'going for a walk' – something to think about re. Milton Country Park etc?
- Swimming pool
- 'cool stuff like a dinosaur museum' – when we drilled into this, it was about things that are unique and memorable
- Some desire for landmark buildings including a skyscraper – the group certainly wanted to see things that were new, modern, different, put them on the map
- Affordable shopping options – wanting a choice of shops, not just Tesco

Generally the young people were positive about living in Milton. Had complaint about the management of the recreation ground – why were the football goals taken away in the summer when they still wanted to play football.

Discussion about living without a car:

- Some young people felt a car was totally unnecessary for life in Milton – they bike and take the bus all the time
- Others had concerns about e.g. getting to hospital in an emergency, visiting family outside the area
- Comment that the Jane Coston bridge is really windswept and doesn't feel safe
- Adult youth workers more sceptical about life without the private car – e.g. accessing employment.

Quality of design and build was talked about – young people wanted modern looking buildings that were 'different'. One of the adult youth workers lived in Orchard Park and felt the quality of build there was not high at all.

Follow-up required by officers

None.

Event name: Gypsy & Traveller focused drop in

Event date and time

11-12pm, 2 December 2021

Event location

Whaddon

Event organiser

South Cambridgeshire District Council

Council members/officers in attendance

Greater Cambridge Planning Service officers: Mark Deas (Senior Policy Planner)

Stevie Kuch, G&T Liaison Officer

Number of attendees

2

Issues discussed

The discussions focused on potential new G&T sites.

- New sites always seem to be poor locations such as rubbish dumps and sewage works
- Whaddon is a good site and acts as a model of good practice:
 - A good size – 16 pitches
 - Green space in middle of site
 - Close enough to village to provide access to services such as schools and local employment opportunities
 - Well screened
- Prospective tenants should be carefully vetted to avoid future management issues

These points were supported by the discussion with another individual after the drop-in where the following points were made:

- Lovely site, well run, pitches are a perfect size with a nice community feel

- We need more sites in the area as we have family that need housing, 1 or 2 in the district just isn't enough.
- South Cambridgeshire District Council and other services are supportive of GRT community

Follow-up required by officers

None.

8. Event records for other events facilitated independently by elected members

Event name: Caldecote Ward GCLP 1

Event date and time

15 November 2021, 6PM

Event location

Zoom

Event organiser

South Cambridgeshire Cllr Dr Tumi Hawkins

Council members/officers in attendance

Cllr Dr Tumi Hawkins

Number of attendees

2

Issues discussed

Policy S/RRA/H

The reason given for allocating was not acceptable (lapsed planning) because it was only achieved at appeal, and the reason for that permission no longer exists.

Drainage is still an issue with the site

Effect of EWR if preferred route comes through Highfields

The area in the redline includes Phase 1 which is already being built out, so boundary should be redrawn for phase 2 only

Why is allocation 64 which is 10 less than the Phase 2 number (140 – 66 phase 1).

Policy S/RRA/SNR

Employment land seems out of place at that location

Policy CC/FM

Not much info on how fluvial flooding will be dealt with, especially in areas with clay sub soil

Policy BG/GI

Lack of detail on what those identified corridors mean or will contain, or which sites from the call for sites is associated with them.

Follow-up required by officers

Event name: Caldecote Ward GCLP 2

Event date and time

2 December 2021, 7PM

Event location

Zoom

Event organiser

South Cambridgeshire Cllr Tumi Hawkins

Council members/officers in attendance

Tumi Hawkins

Number of attendees

6

Issues discussed

Policy S/RRA/H

Effect of EWR if preferred route comes through Highfields

The area in the redline includes Phase 1 which is already being built out, so boundary should be corrected for what is actually being proposed.

Why is allocation 64 which is 10 less than the Phase 2 number (140 – 66 phase 1).

What would happen if the current planning application for Phase 2 is approved before the new local plan is adopted? Will this site fall out then? Then what happens to the deficit?

Policy S/RRA/SNR

Employment land seems out of place at that location. Why is the employment not confined to Bourn Airfield?

Will there be enough space for the Cambourne to Cambridge busway on it?

Even though it is in Dry Drayton parish, the effect will be on Caldecote. So what benefits will there be for Caldecote from this site to mitigate the impact, especially traffic?

Policy S/DS

Good that Bourn Airfield is not being densified or expanded.

But what about EWR effect if it comes through Highfields – it is going to take out 150+ units off Bourn Airfield. Does that make it unviable? If so, what are the alternatives?

What about Cambourne to Cambridge busway – if EWR or S/RRA/SNR compromise it and cannot be delivered?

Thakeham – how will that affect the overall strategy if it is submitted between now and the local plan being submitted for inspection?

Policy S/SB

How will the new developments built outside the current boundaries be dealt with?

Will boundaries be reviewed or can revisions be submitted by PCs or anyone?

Follow-up required by officers

Appendix A: Number of responses received to each Theme

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VICES

TER SERVICES

MPUTER
BLEMS !!!

Laptop Repairs
s 7 / 10 upgrades
covery / Outlook
Wireless / Security
/ on Same Day
FIX - NO FEE

15 582510

PETS

TENS FOR
SALE

8 week's old.
d and wormed.

7789 981 140

SSIFIEDS

FOR SALE

MAINS PLUGS 10
plugs sold as one
123 843602.

DALEY BOOK
Getting it Right by
Hills, paper back
condition. £2 ono.
802.

BANTAM
DHT nacelle fit
1 D 14 models no
(Cambridge). £25.
7867.

QUIT TIN Marks &
London Bus Marble
od condition. £3.
3802.

Sony DSC-P52,
or repair (faulty
c/w charger and
card. £5. 01223

STARWRITER
Canon StarWriter
user manual very
dition. £3. 01223

ITTA SPARK
SPANNER 14mm
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and motorcycles.
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PUBLIC NOTICES



CAMBRIDGE
CITY COUNCIL



South
Cambridgeshire
District Council

Greater Cambridge Local Plan – First Proposals
Public Consultation

Cambridge City Council and South Cambridgeshire District Council are
working together to create a joint Local Plan for their combined
districts – which we are referring to as Greater Cambridge.

The Councils are inviting comments, via public consultation, on the Greater Cambridge Local Plan First Proposals (Regulation 18: Preferred Options 2021). The Councils are also consulting on the accompanying Sustainability Appraisal (incorporating the requirements of Strategic Environmental Assessment) and Habitats Directive Assessment. This is part of the Regulation 18 Consultation under the Town and Country Planning (Local Planning) (England) Regulations 2012.

The consultation documents can be viewed:

- on the Greater Cambridge Shared Planning Service website
www.greatercambridgeplanning.org/localplan
- by appointment at Cambridge City Council's Customer Service Centre: Mandela House, 4 Regent Street, Cambridge, CB2 1BY (phone 01223 457000);
- by appointment at South Cambridgeshire District Council Reception: South Cambridgeshire Hall, Camboorne Business Park, Camboorne, Cambridge, CB23 6EA (phone 01954 713000);
- at Cambridge Central Library (7 Lion Yard Cambridge CB2 3QD) and Camboorne Library (Sackville House, Sackville Way, Camboorne, Cambridge CB23 6HD) during normal opening hours.

Hard copies may be obtained at a charge by contacting the Greater Cambridge Shared Planning Service using the contact details below. If you need assistance to view the documents, or wish to discuss the consultation, please contact us using the details below.

The Councils are also holding a number of online and in-person events during the consultation period, where planning officers will be available to answer questions. These may be subject to change in light of the ongoing COVID-19 pandemic. Please consult our website for full event details.

How to make comments

You are encouraged to comment online – full details are available on our website at www.greatercambridgeplanning.org/localplan

If you have difficulty commenting online, please contact the Greater Cambridge Shared Planning Policy Team on 01954 713694 or email us at localplan@greatercambridgeplanning.org

Alternatively, you can make comments in writing using response forms available on the Councils' websites or on request. Completed response forms should be emailed to localplan@greatercambridgeplanning.org or posted to: Greater Cambridge Shared Planning Service, Cambridge City Council, PO Box 700, Cambridge, CB1 0JH

Comments can be made on these documents between 9am on Monday 1 November and 5pm on Monday 13 December 2021.

All comments received during the consultation period will be published. Please refer to our privacy notice for further details, which can be found on our website.



GREATER CAMBRIDGE
SHARED PLANNING

CAMBRIDGE
TOWN AND COUNTRY
THE TOWN AND COUNTRY
MANAGEMENT PROCEDURE
PUBLICITY UNDER ARTICLE 15
AN ENVIRONMENTAL
CAMBRIDGE
Cambridge Airport, Newmarket
existing radars and the construction
works. Ref:21/03224/FUL

You may view the information and
applications.greatercambridgeplanning
them to PlanningComments@greatercambridgeplanning.org
26th November 2021.

IMPORTANT: COVID-19
Copies of documents associated with
unavailable for inspection in person
Covid-19. Copies of the documents
<https://applications.greatercambridgeplanning.org>
Should you have any difficulties in
then please contact the case officer
greatercambridgeplanning.org or 1

TOWN AND COUNTRY
THE TOWN AND COUNTRY
MANAGEMENT PROCEDURE
PUBLICITY UNDER ARTICLE 15 -
PLAN/MAJOR DEVELOPMENT
DEVELOPMENT LIKELY TO BE
Romney Labour Club, Mill Road.
Labour Club building with rear extension
erecting of 4th floor serviced apartment
a cafe, gymnasium, community space
landscaping. Ref:21/04559/FUL

PLANNING (LISTED BUILDINGS)
1990 PROPOSED DEVELOPMENT
AND/OR LISTED BUILDINGS
HISTORIC
Roger Ascham Library Depot, As
2 (approved plans) of listed building
to entrance including new doors, a
erection of a single storey rear extension
to change the layout of ducting. Ref

The Seven Stars Public House, 3
flats with associated works and the
Seven Stars Public House. Ref:21/1
113 High Street, Trumpington. Se
extensions, and extension and con
main dwelling. Ref:21/04416/FUL

39 River Lane. Rear roof extension
single storey rear extension. Ref:21
Romney Labour Club, Mill Road.
Labour Club building with rear extension
erecting of 4th floor serviced apartment
a cafe, gymnasium, community space
landscaping. Ref:21/04559/FUL

6 - 18 King Street. Submission of
3 (Method of fixing) of listed building
Ref:20/03626/CONDA

University Of Cambridge Library,
required by conditions 4 (Fall Restraint
(Lantern Lights) and 8 (Re-pointing
consent 20/04541/LBC. Ref:20/04
Clare College, Trinity Lane. Subm
7 (Precise Details) of listed building
CONDO

Licensing Act 2003
Notice of Application for Grant
of a Premises Licence
I Dip Bhatnagar hereby give notice
that an application was made to



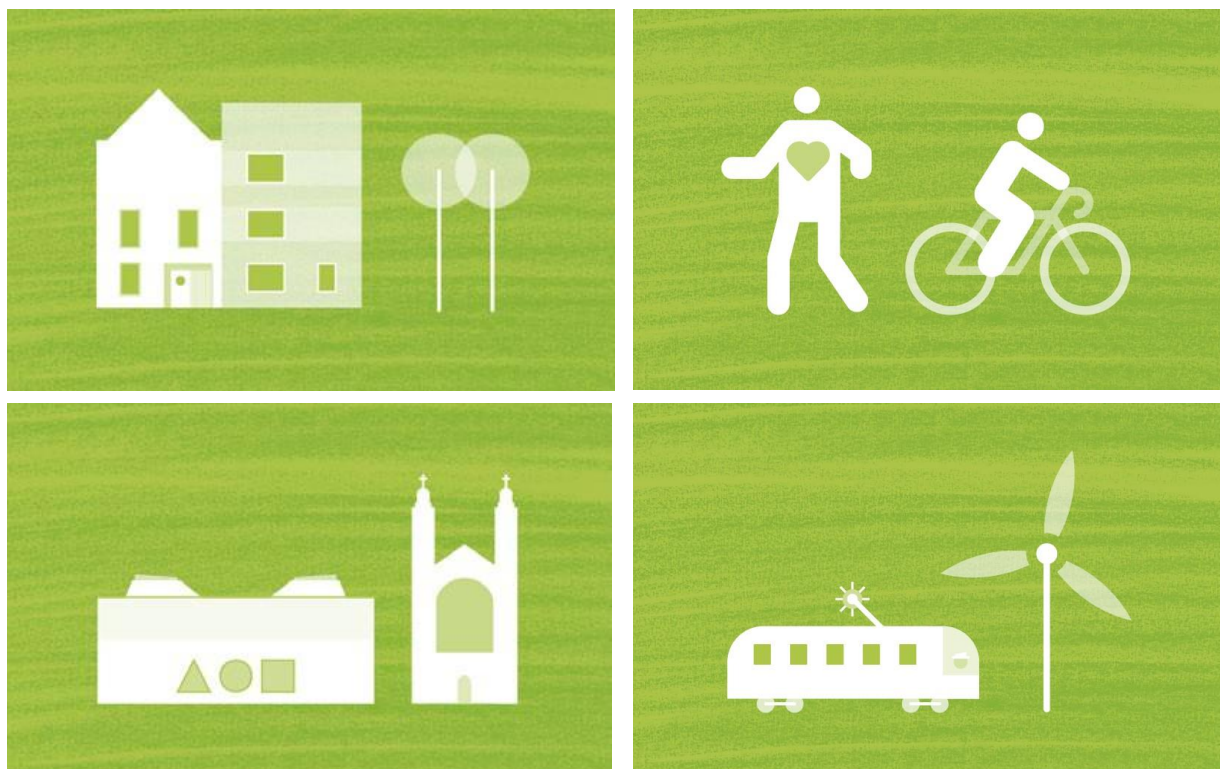


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Greater Cambridge Local Development Scheme



July 2022

Cambridge City Council

PO Box 700,
Cambridge, CB1 0JH

South Cambridgeshire District Council

South Cambridgeshire Hall, Cambourne
Business Park, Cambridge, CB23 6EA

This updated Greater Cambridge Local Development Scheme was approved by:

Cambridge City Council

The Executive Councillor, Planning and Transport, following debate by the Planning and Transport Scrutiny Committee – 28 June 2022

South Cambridgeshire District Council

Cabinet – 11 July 2022

It took effect from XX July 2022.

Greater Cambridge Local Development Scheme 2022

Introduction

1. The Planning and Compulsory Purchase Act 2004 (as amended) requires that Local Planning Authorities must prepare and maintain a Local Development Scheme (LDS). This LDS provides information on the development plan documents that the Councils intend to produce to form their planning policy framework and sets out the timetable for their production.
2. The LDS is designed to help the local community and all our partners interested in development and the use of land and buildings in Greater Cambridge to understand what plans the Councils have and intend to produce.
3. Cambridge City Council and South Cambridgeshire District Council (“the Councils”) have committed to work together to prepare a new Local Plan for Greater Cambridge. They have also committed to prepare jointly an Area Action Plan for North East Cambridge.
4. This LDS is therefore prepared and agreed jointly by both Local Planning Authorities. As work has progressed on the two plans being prepared jointly by the Councils, issues and changes in circumstances have arisen that make it necessary to review the plan -making timetable for both plans. This LDS therefore updates and replaces the LDS adopted in 2020.

What are the current adopted Development Plan Documents?

5. The Councils have prepared a number of Development Plan Documents (DPDs) jointly or in parallel in recent years. The Development Plan for both authorities currently consists of the documents set out below:

Cambridge City Council

- Cambridge Local Plan (October 2018)

South Cambridgeshire District Council

- South Cambridgeshire Local Plan (September 2018)
- The Northstowe Area Action Plan (2007) (excluding Policy NS/3 (1g))
- Cambridge Southern Fringe Area Action Plan (2008)

Jointly prepared Area Action Plans

- Cambridge East Area Action Plan (February 2008) (excluding Policies CE/3 and CE/35)
- North West Cambridge Area Action Plan (October 2009)

Documents prepared by Cambridgeshire County Council which apply to the Greater Cambridge area

- Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021)

Neighbourhood plans

- Cottenham Neighbourhood Plan (2020)
- Great Abington Former Land Settlement Association Estate Neighbourhood Plan (2019)
- Histon and Impington Neighbourhood Plan (2021)
- Foxton Neighbourhood Plan (2021)
- Waterbeach Neighbourhood Plan (2022)

6. Decisions on planning applications are to be taken in line with the policies of the above development plan documents unless there are significant matters ('material considerations') that indicate otherwise.

What new Development Plan Documents are to be prepared?

Context

7. The plans and timetables addressed in this version of the Local Development Scheme are based on the current plan-making system. The Government published the Levelling Up and Regeneration Bill in May 2022, which proposes changes to the plan-making system. These proposals may have implications for the emerging plans, subject to the provisions of any final Act, including transitional arrangements. The Local Planning Authorities continue to prepare planning policies under the current system whilst monitoring the progress of these proposed changes.
8. The LDS uses seasons in the timetables for plan making. These are using standard definition as used by the Meteorological Office as set out below. Where a key stage falls in Winter of a particular year, it will be followed by brackets saying 'late' for December and 'early' for January to February to avoid confusion about the part of the year involved.

| Spring | Summer | Autumn | Winter |
|---------------|----------------|-----------------------|----------------------|
| March to May | June to August | September to November | December to February |

Greater Cambridge Local Plan

9. The Councils previously committed to start work on a joint Local Plan in 2019 as part of the City Deal agreement with Government established in 2013. The Councils' adopted 2018 Local Plans both include a policy which makes a commitment to an early review of those Plans. The policies are for a new Local Plan to be prepared jointly by Cambridge and South Cambridgeshire Councils for their combined districts (Greater Cambridge) and they include a timetable for this review, to commence before the end of 2019 and with submission to the Secretary of State for Examination anticipated at that time by the end of summer 2022.
10. The National Planning Policy Framework (NPPF) updated in July 2021 continues to include a strong expectation that Local Planning Authorities will prepare plans that positively seek opportunities to meet the development needs of their area. Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for a number of key land uses. These are housing (including affordable housing), employment, retail, leisure and other commercial development, infrastructure for transport and other key utilities, community facilities, and the conservation and enhancement of the natural, built and historic environment including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.
11. There has been a clear desire from the Councils and key stakeholders to have an inclusive and engaging plan making process, particularly at the formative stages of the new local plan, when the development strategy and proposed sites are being identified. The Councils have completed a number of formal consultation and informal engagement stages in preparing the Greater Cambridge Local Plan to date that seek to support this approach, including:
 - Summer 2019: stakeholder workshops prior to the formal inception of the plan
 - January to February 2020: Issues and Options public consultation
 - November to December 2020: strategic options evidence publication and stakeholder engagement
 - November to December 2021: First Proposals (Preferred Options) public consultation - this additional stage sought feedback on the emerging preferred approach to be taken by the plan to key strategic issues, and for those views to be considered before detailed policies were drafted.
12. The First Proposals (Preferred Options) for the Greater Cambridge Local Plan, and the substantial suite of evidence that supports it, identified that issues facing the Greater Cambridge area are particularly complex for the new Local Plan, most significantly regarding water resource issues, and the confidence

in delivery of solutions to ensure an adequate supply of water over the new plan period 2020 to 2041 that will not cause unacceptable adverse environmental harm. As such, the Preferred Options were explicitly contingent on there being evidence forthcoming that demonstrates that a sustainable water supply will be available to support the development identified. Water Resources East is due to consult on its draft regional Water Resources Plan for Eastern England to 2050 in autumn 2022; Cambridge Water and Anglian Water will also consult around the same time on their draft 25-year Water Resources Management Plans. The final plans are expected to be published in autumn 2023. Given the significance of these water resource plans in providing evidence to support the Local Plan, the LDS timetable needs revising to account for the anticipated timings of those plans.

13. The development strategy set out in the Preferred Options includes a substantial existing supply of land for homes and jobs to contribute towards meeting needs for the new plan period to 2041. It also identifies a limited number of new strategic sites focused in the most sustainable locations, in order to limit the number of trips that must be made by the private car as a key part of the objective to respond to the climate emergency and support new development that achieves net zero carbon emissions. These are: North East Cambridge, Cambridge East, Cambridge Biomedical Campus and Cambourne. The strategy also includes a limited number of smaller sites, focused on the most sustainable rural locations in Greater Cambridge to provide a flexible range of types and sizes of sites for new jobs and homes.
14. The Preferred Options identifies that key major infrastructure proposals being developed by other organisations are significant in the opportunities they provide for some of the new strategic sites identified to respond to identified needs for jobs and homes. The evidence available in terms of the timing, and certainty over delivery of these major infrastructure projects, is also important in the revised timetable for the new Local Plan. Taking each of these in turn:

North East Cambridge and Cambridge Waste Water Treatment Plant (CWWTP) Development Consent Order (DCO)

15. North East Cambridge has been identified in the evidence supporting the new Local Plan as the most sustainable location for development identified in Greater Cambridge Local Plan First Proposals (Preferred Options), in terms of its location within the urban area, and its excellent existing and proposed sustainable and active travel opportunities, recognising that that location is the biggest factor impacting on carbon emissions.
16. The 2018 adopted Local Plans both include policies supporting the principle of a mixed use, employment-led redevelopment at North East Cambridge, with amount, capacity, viability, timescales and phasing of development to be established via a joint Area Action Plan for the area. Given the unresolved (at the time) position on relocating the CWWTP, the adopted plans did not rely on any development on the North East Cambridge site to meet development needs up to 2031. The planning benefits of regeneration of the wider area around and

including the Cambridge Waste Water Treatment Plant (CWWTP) have long been recognised by the Councils. The efficient and effective development of this strategic brownfield site is nevertheless dependent on the relocation of the CWWTP, both to release the land on which the CWWTP is located and also due to the odour constraints associated with the CWWTP and their impact on potential housing and employment development in the area around the existing plant.

17. The relocation of the CWWTP is now, however, being taken forward via a separate Development Consent Order (DCO) process being undertaken by Anglian Water. This is possible with the benefit of a substantial agreed Housing Infrastructure Fund allocation from government, announced in 2019 and formally awarded in 2020. This will enable the efficient and effective redevelopment of North East Cambridge, and the long recognised planning benefits of redevelopment of the area to be realised. The DCO has now completed its consultation stages and the next stage is submission of the DCO to the Planning Inspectorate for the formal stages of the process, including public examination. The submission is now anticipated to be made in Autumn 2022 rather than Summer 2022 as anticipated at the time of the 2020 LDS.
18. In the knowledge that the efficient and effective redevelopment of the North East Cambridge area can now be realised, through national funding and a viable DCO process to relocate the CWWTP, the Councils have prepared a North East Cambridge Area Action Plan that identifies the area for 8,350 homes (with around 4,000 to be provided in the plan period), 15,000 jobs (some of which would be provided in the plan period) and new physical, social and environmental infrastructure that meets the needs of new and existing residents and workers as well as delivering tangible benefits for surrounding communities. The plan has progressed to an advanced stage. A Proposed Submission (Regulation 19) Area Action Plan was agreed by the Councils in January 2022 as being ready for publication and consultation, to take place upon the DCO for the new CWWTP being approved, given that the AAP is dependent on the relocation of the CWWTP.
19. In parallel with the latest stages of the Area Action Plan, the Greater Cambridge Local Plan has been progressing. As indicated above, the First Proposals (Preferred Options) for the new Local Plan and the evidence supporting it, including the Strategy Topic Paper, Transport evidence and Sustainability Appraisal, have identified North East Cambridge as the most sustainable location for development in Greater Cambridge. The Climate Change evidence confirms that where development is located is the most significant factor in reducing carbon emissions; as set out above North East Cambridge provides significant opportunities to access jobs and services by non-car modes. The emerging Local Plan therefore progresses the strategy and confirms the significant planning merits of the North East Cambridge area established in the policies contained in the 2018 Local Plans. The Area Action Plan process and evidence has defined the development potential of the area, which is reflected in the proposals for the site in the Local Plan Preferred Options. The strategy of the Local Plan, so far as North East Cambridge is

concerned, is also predicated on the relocation of the CWWTP taking place and the vacated site being available for housing development from 2028, such that publication of the Proposed Submission (Regulation 19) version of the Local Plan is dependent upon the DCO approval.

20. The timetable for the CWWTP relocation DCO has been amended since the assumptions underpinning the 2020 LDS, with the outcome of the DCO process now anticipated in Winter (early) 2024 rather than Autumn 2023. Anglian Water is preparing a more detailed design of the proposed facility in the DCO than had originally been intended, which means submission of the DCO is later but will enable quicker delivery of the new plant on completion of the DCO process. Given the Local Plan outcomes are predicated on evidence of the whole site being available for redevelopment following relocation of the CWWTP, the LDS timetable has been amended to account of the revised DCO timetable.
21. The 2020 LDS included two options for the timetable for the GCLP, one that relied on North East Cambridge as part of the strategy for the plan (Option 2) and an alternative option that did not rely on North East Cambridge and could be progressed ahead of a decision on the DCO (Option 1). Given the central role of North East Cambridge identified in the Preferred Options and the supporting evidence, the Councils need to align the Local Plan timetable to follow the outcome of the DCO (an update to the Option 2 timetable).
22. Officers are mindful of the role that the emerging Local Plan and Area Action Plan will play in the Development Consent Order process to relocate the CWWTP, by indicating the substantial planning benefits that relocation of the WWTP will enable. This is acknowledged in the 2020 LDS (paragraph 10). From officers' consideration thus far of the representations received to the Local Plan Preferred Options consultation, it does not appear that any new substantive issues have been raised that the Councils were not aware of in making the decision to agree the Proposed Submission Area Action Plan (Regulation 19) that go to the principle of the planning merits of the site and the soundness of the reliance placed on it to meeting development needs, although there are representations addressing the details of the proposed development, some of which propose further development within the North East Cambridge area. These will be given further consideration as the plan progresses. As such, it is not anticipated that the results of consultation would impact on the LDS timetable for the Local Plan and Area Action Plan, or indeed the role that North East Cambridge can play as a strategic site at the heart of the development strategy, reflecting the evidence supporting the emerging Local Plan that North East Cambridge is the most sustainable location for development in Greater Cambridge. This is subject to a full consideration of the representations as part of the Local Plan process, plus updating of relevant evidence including reviewing and as necessary updating the Sustainability Appraisal. However, at this point, officers take the view that from the review of the representations so far carried out, there is no material risk to progressing the Area Action Plan as set out in the updated LDS, or including North East Cambridge as a key part of the development strategy in

the Local Plan to make an important contribution to meeting development needs, subject to the DCO being approved.

Cambridge East and Cambridge Airport relocation

23. The Local Plan Preferred Options propose allocating Cambridge Airport for strategic scale development. This reflects the vision for a new sustainable urban quarter to Cambridge originally planned in the joint Cambridge East Area Action Plan 2008, but unable to come forward in the 2018 Local Plans because Marshall advised at that time that the Airport site would not be available for development in the period covered by the adopted plans to 2031. The earlier allocation was therefore converted in the 2018 Local Plans to safeguarded land for future development if the site became available, that could only come forward through a review of the Local Plans. The proposed allocation in the Preferred Options comprises the safeguarded land and reflects advice from Marshall that it intends relocating its aerospace and defence business to a preferred site at Cranfield Airport. Marshall supports the proposed allocation and has advised that it is confident that the proposed allocation can be delivered as envisaged in the First Proposals, noting that it aims to submit a planning application at Cranfield in autumn 2022. This issue has not affected the dates in the revised LDS.

Cambourne Expansion and East West Rail

24. The Local Plan Preferred Options identifies Cambourne as a broad location for future growth in the 2030's to respond to the opportunity that would be provided by the proposed East West Rail Bedford to Cambridge line that includes a station at Cambourne. Noting the uncertainty about the exact station location and timing of delivery, the First Proposals says that future work would need to be completed to confirm the exact location, scale and type of development. The consultation assumed that 1,950 homes would be delivered here to 2041.

25. The Councils will monitor progress with the EWR project and will need to keep under review implications for any potential uncertainty around EWR on the Preferred Options development strategy as we progress the plan. This issue has not affected the dates in the revised LDS.

North East Cambridge Area Action Plan

26. The adopted 2018 Local Plans include a policy allocating an area of land on the northern fringe of Cambridge to enable the creation of a revitalised, employment focussed area centred on the new transport interchange created by Cambridge North Station. The policies, covering the area around the Cambridge North Station and east of Milton Road, say that "the amount of development, site capacity, viability, timescales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for

the site”. They also say that “The final boundaries of land that the joint AAP will consider will be determined by the AAP”.

27. The Councils have completed the following consultation and plan-making stages in preparing the North East Cambridge Area Action Plan:

- December 2014 - February 2015: Issues and Options consultation – this asked a series of questions about how best the Councils should plan for development on land to east of Milton Road. At this time the site was known as Cambridge Northern Fringe East.
- February 2019 - March 2019: second Issues and Options consultation - the Councils completed this stage to reflect proposed changes in the site boundary, in particular to include Cambridge Science Park to the west of Milton Road, opening up the area for more comprehensive regeneration. Following consultation on Issues and Options in 2019, the Councils confirmed that the plan would be renamed the North East Cambridge Area Action Plan and that the geographical coverage would be enlarged to include the Cambridge Science Park. A map of the area is included at Appendix 1.
- July – October 2020: Draft Area Action Plan (Regulation 18) consultation
- January 2022: Councils agreed the Proposed Submission AAP for future Regulation 19 publication, having considered representations received to the previous Regulation 18 stage. However, as the proposals contained in the Area Action Plan are predicated on the relocation of the CWWTP taking place, actually carrying out the Regulation 19 publication and consultation will be subject to the successful completion of the DCO process.

28. The Area Action Plan process is now awaiting the conclusion of the DCO process. See also the North East Cambridge sub-section of the Greater Cambridge Local Plan section at paragraphs 15 – 22 above. If the DCO is approved, the Councils would then proceed with the publication of the Proposed Submission Area Action Plan for the making of representations (Regulation 19), subject to a health check to confirm if any updates to the Area Action Plan are required to reflect any material changes in circumstances given the lengthy pause, following which the Area Action Plan would progress to Submission and independent Examination.

Revisions to the LDS timetable

29. As identified in the Greater Cambridge Local Plan and North East Cambridge Area Action Plan sections above, there is a need to revise the 2020 Local Development Scheme timetables to account in particular for changes in circumstances in relation to: evidence to demonstrate an appropriate water supply, change to the timetable of the CWWTP DCO, and allow for appropriate time in the process to deal with the stages following each consultation, noting the complexity of issues and the volume of comments raised by Preferred Options consultation. The changes are as follows:

- a. An additional stage is proposed to bring a report to members in January 2023 to confirm the Preferred Options for the Greater Cambridge Local Plan strategy and sites – this will include consideration of the representations on those issues received to the 2021 Preferred Options consultation, evidence provided by the draft water resource plans, an update to the evidence of needs for jobs and homes, more detailed work on capacity and design principles for the new strategic sites, and an update to other key evidence including the Sustainability Appraisal. This provides the opportunity for the Councils to confirm their preferred options for the strategy and sites before the full draft Greater Cambridge Local Plan is prepared and brought to Members.
- b. Draft Greater Cambridge Local Plan (Regulation 18) consultation will take place in Autumn 2023 (rather than Summer 2022) – this would follow the confirmation of the preferred strategy and sites in January 2023 and will be a full draft plan, and in addition to the strategy and sites, would include all the themes covered in the Preferred Options: climate change, biodiversity & green spaces, wellbeing & social inclusion, great places, homes, jobs and infrastructure. A report will be considered by each Councils decision-making processes in Summer 2023 with public consultation taking place in Autumn 2023.
- c. As both the Greater Cambridge Local Plan and the North East Cambridge Area Action Plan are predicated on the relocation of the CWWTP, the timing of both Proposed Submission plans must be amended to follow the anticipated date of the outcome of the DCO. If the DCO is approved in Winter (early) 2024, rather than Autumn 2023 as informed the 2020 LDS, it is anticipated that the Proposed Submission Greater Cambridge Local Plan and the North East Cambridge Area Action Plan will be published for consultation in Autumn 2024. This allows for undertaking the Member process in Summer 2024, preparing for publication, and avoiding the summer holiday period with consultation starting in Autumn 2024. This would also follow the anticipated publication of the final Water Resources East Plan and the local water companies' Water Resources Management Plans in Autumn 2023, which is key evidence necessary to demonstrate delivery of the plan.
- d. Following the Proposed Submission plan publications and consultations, the formal representations received will be registered and considered. Assuming no new issues are raised in representations that would require material changes to be made, the plans would then be Submitted for Examination in Summer/Autumn 2025. Note: The Councils have already indicated in the 2020 LDS the intention to keep under review whether it is appropriate to merge the North East Cambridge Area Action Plan into the Local Plan at the Proposed Submission stage.
- e. Following submission of the plans, the timing of the remainder of the plan-making processes are in the hands of the Inspectors, including how the examinations for the separate plans would be sequenced. Officers propose to seek discussions with the Planning Inspectorate in due course to explore

a number of key procedural issues relating to the examination of both plans, including this issue. The changes to the national plan making system may also result in changes to the approach, process and timetable.

30. The key stages in the plan making process for both Greater Cambridge Local Plan and the North East Cambridge Area Action Plan are contained in the tables below.

Development Plan Documents to be produced

| Document title | Subject matter and geographical area | Chain of Conformity | Consultation | Publication of Proposed Submission DPD and public consultation | Submission and Examination of DPD | Adoption and publication of DPD |
|------------------------------|---|--------------------------|--|--|---|--|
| Greater Cambridge Local Plan | Includes the Vision, Objectives and Spatial Development Strategy and policies for Greater Cambridge Prepared for the whole of the administrative areas covered by Cambridge City Council and South Cambridgeshire District Council | Conformity with the NPPF | Issues and Options (Reg 18) January 2020 Preferred Option Consultation (Reg 18) Autumn 2021 Draft Plan Consultation (Reg 18) Autumn 2023 | Proposed Submission Consultation (Reg 19) Autumn 2024 Note: to follow the outcome of Cambridge WWTP DCO | Submission to Secretary of State for independent Examination (Reg 22) Summer/ Autumn 2025 Note: subject to the outcome of Cambridge WWTP DCO | Subject to progress of independent Examination |

| Document title | Subject matter and geographical area | Chain of Conformity | Consultation | Publication of Proposed Submission DPD and public consultation | Submission and Examination of DPD | Adoption and publication of DPD |
|---------------------------------------|---|---|--|---|---|--|
| North East Cambridge Area Action Plan | Vision and planning framework to ensure the coordination of development in the Cambridge Northern Fringe East development site and the Cambridge Science Park (see map at Appendix 1) | Conformity with the NPPF Compatibility with the adopted Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 | Issues and Options 1 (Reg 18) Winter 2014/2015 Issues and Options 2 (Reg 18) Spring 2019 Draft Area Action Plan (Reg 18) Summer 2020 | Proposed Submission Consultation (Reg 19) Autumn 2024 Note: Proposed Submission plan agreed in January 2022 for consultation to follow the outcome of Cambridge WWTP DCO | Submission to Secretary of State for independent Examination (Reg 22) Summer/ Autumn 2025 Note: subject to the outcome of Cambridge WWTP DCO | Subject to progress of independent Examination |

Neighbourhood Planning

31. Local communities have the power to influence the future of the places they live and work by preparing neighbourhood plans. Neighbourhood plans are led and prepared by the community, not the Council, although the Council has a statutory role to provide advice and support to those producing a plan and at prescribed stages in the plan making process. When a neighbourhood plan has been successful at examination which is carried out by an independent examiner and a local referendum voted in support of the plan, the Council must adopt it as a 'made' neighbourhood plan as part of its development plan framework, and take it into account when it makes decisions on planning applications in the area, alongside other adopted development plan documents.
32. As neighbourhood plans are not prepared by the Council and their timetables are dependent on the progress made by the community, timetables for their preparation are not included in the LDS. However, the section below provides the status of neighbourhood plans in Greater Cambridge as at June 2022.

Cambridge

33. Within Cambridge City there is one designated neighbourhood area and its associated neighbourhood forum:
- South Newnham – approved in March 2017 – National legislation states that a neighbourhood forum ceases to have effect after 5 years. The South Newnham forum has been in existence for 5 years and has applied to be redesignated. A public consultation on their application ends on 21 June 2022.
34. There is a [neighbourhood planning](#) page on the Cambridge City website.

South Cambridgeshire

35. There are a total of nineteen designated neighbourhood areas in South Cambridgeshire. This includes those parishes where the neighbourhood plans have been 'made' (adopted), which are also listed separately underneath. In chronological order the designated neighbourhood areas are:
- Linton and Hildersham (designated jointly) – these two parishes have joined together to form a single neighbourhood area that was approved in May 2014
 - Histon and Impington (part of the parish excluded) – this covers the area of the two parishes to the north of the A14 and was approved in September 2014
 - Gamlingay – this covers the parish and was approved in February 2015

- Waterbeach – this covers the parish and was approved in August 2015
- Cottenham - this covers the parish and was approved in November 2015
- Foxton - this covers the parish and was approved in November 2015.
- West Wickham - this covers the parish and was approved in November 2015
- Melbourn – this covers the parish and was approved in May 2016
- Whittlesford – this covers the parish and was approved in August 2016
- Great Abington Former Land Settlement Association Estate – this covers the former Land Settlement Association estate, which only forms part of the parish of Great Abington and was approved in September 2016
- Stapleford and Great Shelford – these two parishes have joined together to form a single neighbourhood area that was approved in November 2016
- Swavesey – this covers the parish and was approved in November 2016
- Thriplow – this covers the parish and was approved in August 2017
- Bassingbourn-cum-Kneesworth – this covers the parish and was approved in December 2017
- Pampisford – this covers the parish and was approved in March 2018
- Sawston – this covers the parish and was approved in June 2018
- Babraham – this covers the parish and was approved in June 2018
- Fulbourn – this covers the parish and was approved in August 2018.

36. The following neighbourhood plans have been made (adopted) by South Cambridgeshire District Council (SCDC) as at the end of May 2022:

- Great Abington Former Land Settlement Association Neighbourhood Plan was made in February 2019.
- Cottenham Neighbourhood Plan was made in May 2021
- Histon & Impington Neighbourhood Plan was made in May 2021.
- Foxton Neighbourhood Plan was made in August 2021
- Waterbeach Neighbourhood Plan was made in March 2022.

37. Gamlingay Neighbourhood Plan has had an examination carried out by an independent examiner and the examiner's report published. SCDC is currently working with the parish council to prepare a Referendum version of the neighbourhood plan before formally deciding whether the plan can proceed to referendum.

38. West Wickham Neighbourhood Plan is at a similar stage to the Gamlingay Neighbourhood Plan where the examiner's report has been completed but no formal decision has been made by SCDC for the plan to proceed to referendum.

39. Fulbourn Neighbourhood Plan is currently going through an examination and the examiner has requested that a hearing be held on some matters. A hearing date has been set for 4 July 2022.

40. The remainder of parish councils with designated neighbourhood areas

are working towards the consultation required by Regulation 14.

41. For further information on Neighbourhood Planning, including the current status of the neighbourhood forums and plans being prepared, there are [neighbourhood planning](#) pages on the Greater Cambridge website which provide more information about the progress of each neighbourhood plan.

Supporting evidence and other planning documents

42. The Councils produce other supporting documents to aid in the preparation or implementation of development plan policies:

- Evidence base
- Statement of Community Involvement
- Sustainability Appraisal & Strategic Environmental Assessment
- Policies Map
- Supplementary Planning Documents and Guidance
- Authority Monitoring Reports

43. Further details can be found on [Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](http://greatercambridgeplanning.org)

Evidence Base

44. In order to carry out the preparation of the new joint Greater Cambridge Local Plan, the councils continue to develop and maintain a sound evidence base. Necessary research and studies are being conducted and are supplemented by research undertaken by others as appropriate. Providing a sound and comprehensive evidence base is fundamental to developing sound planning documents. The key evidence base documents completed to date are available to view and download from the relevant Local Plan webpage.

45. A full evidence base has also been prepared to support the Proposed Submission North East Cambridge Area Action Plan and can also be found on the website.

Statement of Community Involvement (SCI)

46. A significant concern of planning is to improve community and stakeholder engagement from the outset, ensuring people's views can be taken into account. This commitment is reinforced by the requirement for all LPAs to produce a Statement of Community Involvement (SCI). The SCI is not a DPD, and is not subject to public Examination.

47. A Greater Cambridge Statement of Community Involvement was adopted

by both councils in June 2019. It details how the community and stakeholders will be involved in the preparation, alteration and review of all local plan documents as well as the consideration of minor and major planning applications. An Addendum and Updated Addendum were published to the SCI in May and December 2020 respectively, in light of changing COVID-19 restrictions. The need for these temporary measures will be kept under review. The updated addendum should be read alongside the original documentation.

48. To ensure the SCI remains relevant and has regard to new methods of engagement, the councils will keep this under review, updating it as necessary.

Sustainability Appraisal (SA)

49. Sustainability Appraisal (SA) is required for all DPDs. It is an integral component of all stages of plan-making. The purpose of the SA is to promote sustainable development through better integration of sustainability considerations into the preparation and adoption of plans. The SA embraces economic, environmental and social objectives, including equalities and health impacts, the therefore has a wider scope than Strategic Environment Assessment (SEA) which is primarily concerned with environmental impacts.
50. Work on producing a DPD cannot proceed without corresponding work on the SA. Therefore, each DPD will be accompanied by a supporting SA. Both the draft document and the SA will be made available for consultation at the same time and comments invited. The findings of the SA, will inform the DPD and will be a material consideration in determining soundness of the document at the Examination.

Policies Map

51. The Policies Map identifies sites allocations and areas of planning constraint, such as Green Belt and other local and national designations. The policies map is updated as new DPDs are prepared or revised so as to provide a clear visual illustration of the application of policies across the area.

Supplementary Planning Documents

52. Supplementary Planning Documents (SPDs) provide further information and guidance on the implementation of Local Plan policies and can be given substantial weight in planning decisions. A list of adopted SPDs, as well as those the councils are intending to review or prepare, are set out on the councils' websites.

Authority Monitoring Reports (AMR)

53. The AMR is a 'state of the environment' report published at least annually. It assesses the effectiveness of the Local Plan policies in managing development and achieving the outcomes and strategic objectives of the planning framework. It also monitors the implementation of the LDS, highlighting whether revisions are necessary.
54. AMRs are particularly useful in identifying development trends, patterns of land use, as well as reporting on transport, housing and population/socio-economic trends in order to provide a 'baseline' context for reviewing and amending existing policies.
55. The latest versions of the AMRs are available to view on the [Greater Cambridge Shared Planning website](#).

Community Infrastructure Levy

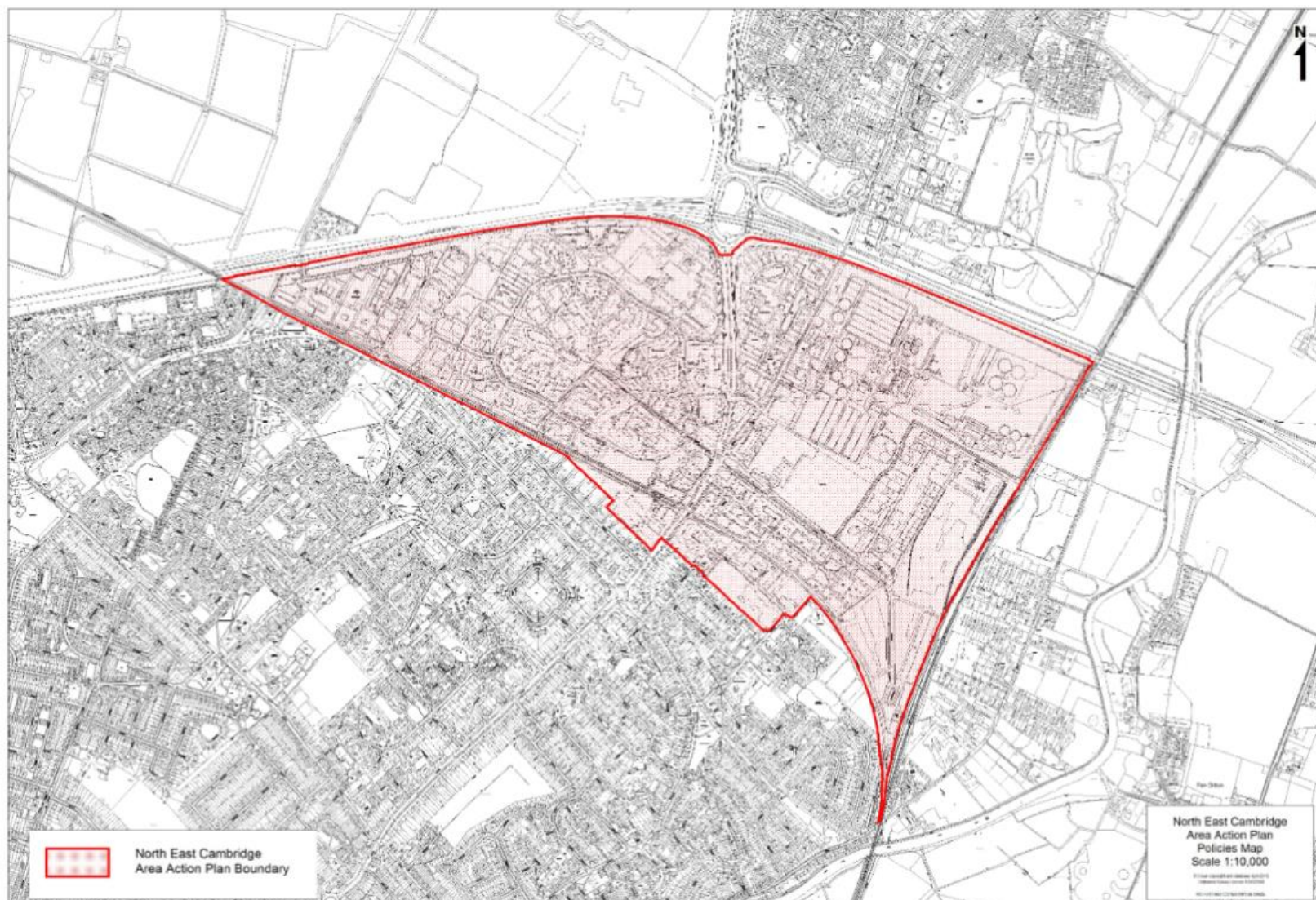
56. The Community Infrastructure Levy (CIL) is a tax on new development, which helps fund a wide range of strategic infrastructure, such as public transport, parks and community facilities, needed to support growth. Both councils had previously sought to introduce a CIL and had submitted draft charging schedules for Examination in 2014. The intention was for these to be Examined following the conclusion of the Examinations into the Local Plans. The councils each agreed to withdraw their CIL draft charging schedules in 2017 reflecting a number of changes in circumstances and to jointly reassess the position.
57. The Councils will update this Local Development Scheme if they intend to commence preparation of a CIL scheme.

Monitoring and Review

58. The councils will monitor the progress of the work set out in this LDS and will publish the results as part of the annual AMR.
59. The LDS will be updated or reviewed where the need to do so is identified.

Appendix 1:

Geographic extent of North East Cambridge Area Action Plan



Item

Cambridgeshire and Peterborough Local Transport and Connectivity Plan: draft plan consultation response

To:

Councillor Katie Thornburrow, Executive Councillor for Planning and Infrastructure

Planning & Transport Scrutiny Committee 28 June 2022

Report by:

Stephen Kelly, Joint Director of Planning and Economic Development
Tel: 01223 457009 Email: stephen.kelly@greatercambridgeplanning.org

Wards affected:

All

Non-Key Decision

1. Executive Summary

- 1.1 The purpose of this report is to inform a proposed joint Greater Cambridge response with South Cambridgeshire District Council to the current Cambridgeshire and Peterborough Local Transport and Connectivity Plan: draft plan consultation.
- 1.2 Cambridgeshire & Peterborough Combined Authority is the transport authority responsible for producing a Local Transport Plan. The first Cambridgeshire and Peterborough Local Transport Plan was adopted in 2020. The Combined Authority are now consulting on a refreshed draft Local Transport & Connectivity Plan (LTCP) between 12th May and 4th August 2022. The draft LTCP sets out the vision, goals and objectives which will define the strategic approach up to 2050, and the policy themes and transport schemes to deliver those objectives.

- 1.3 A proposed response is included for agreement at Appendix 1. In summary, officers recommend a response that is strongly supportive of the vision, approach and schemes included in the draft LTCP, including for the Greater Cambridge area. Suggestions for change are mostly limited to details and amending points of fact; the proposed response recommends a very limited number of significant material additions to the draft LTCP document.

2. Recommendations

2.1. The Executive Councillor is recommended to:

- a. Agree the proposed response to the draft Local Transport & Connectivity Plan consultation as set out in appendix 1.
- b. Consider and agree any material changes to the response to the draft Local Transport & Connectivity Plan consultation proposed by South Cambridgeshire District Council, in consultation with the Chair and Spokes for the Planning & Transport Scrutiny Committee, and in liaison with the South Cambridgeshire Lead Cabinet Member for Planning.
- c. Agree to grant delegated authority to the Joint Director of Planning and Economic Development, in liaison with the South Cambridgeshire Lead Cabinet member for Planning and the Cambridge City Council Executive Councillor for Planning and Infrastructure, to make any minor editing changes to the response to the draft Local Transport & Connectivity Plan consultation.

3. Background

Overview

- 3.1 The Devolution Deal of 2017 gave the Combined Authority (CPCA) the role of the Local Transport Authority from Cambridgeshire County Council. One of the key responsibilities of the Local Transport Authority is the development of a Local Transport Plan (LTP), to set out plans

and strategies for maintaining and improving all aspects of the local transport system. All future transport projects for Cambridgeshire & Peterborough will be guided by the plan, which will be submitted to Government.

- 3.2 The LTCP is prepared in the context of England's Economic Heartland's Regional Transport Strategy 2021, for an area similar to the Oxford to Cambridge Arc including Cambridgeshire and Peterborough. That strategy identified a five point plan of action addressing decarbonising our transport system, promoting investment in digital infrastructure, delivering strategic transport schemes, championing increased investment in active travel, and ensuring that the needs of freight are met whilst lowering its environmental impact. It also identified strategic transport schemes such as East West Rail, Cambridge South Station, as well as the CAM Metro scheme being proposed at the time. Although the draft LTCP doesn't make explicit reference to the Regional Strategy, the themes and schemes are aligned, with the exception of the CAM Metro scheme which is not now being pursued by the CPCA, although the component Greater Cambridge Partnership corridor schemes remain fully relevant.
- 3.3 As the Regional Transport Strategy provides context for the LTCP, the LTCP itself is a strategic document, setting the direction but not including detail on all topics – a role to be fulfilled by a number of 'child' documents including, for example, a Digital Connectivity Infrastructure Strategy, an Active Travel Strategy, and area based strategies. This will include an update to the Transport Strategy for Cambridge and South Cambridgeshire that supported the 2018 adopted Local Plans (approved in 2014 as a child document to an earlier LTP, both of which were prepared by Cambridgeshire County Council as the transport authority prior to the establishment of the CPCA). The new child document to the new LTCP will be prepared alongside the Greater Cambridge Local Plan.
- 3.4 The draft Local Transport and Connectivity Plan consultation document is an update to the first Local Transport Plan (LTP) for Cambridgeshire

and Peterborough published in 2020.

- 3.5 The addition of Connectivity as a theme within the document reflects the growing importance of digital connectivity and its impact in reducing the need to travel. The consultation website notes the additional reasons for refreshing the LTP now, including but not limited to Cambridgeshire & Peterborough Independent Commission on Climate's recommendations on how the region can decarbonise; the Combined Authority's refreshed focus on sustainable economic growth; COVID-19 travel impacts; and Government's new decarbonising transport and industrial plans.
- 3.6 The current draft Local Transport & Connectivity Plan (LTCP) consultation runs between 12th May and 4th August 2022. This follows public engagement in late 2021 on the emerging vision and objectives for the refreshed LTCP.

Draft LTCP content

- 3.7 The Draft LTCP sets out the vision, goals and objectives which will define the strategic approach to transport in Cambridgeshire and Peterborough to 2050, and the policy themes and transport schemes to deliver those objectives. The document is described as a rewrite and amendment to the existing LTP, including greater focus on achieving ambitions for economic, environmental, and societal improvements outlined within the revised themes and objectives.
- 3.8 The LTCP is intended to be delivered in conjunction with the CPCA's Assurance Framework, providing a rigorous process for transport scheme prioritisation and development; and will set the framework for a Delivery Plan to be adhered to and monitored.
- 3.9 The draft LTCP document includes the following sections:
- Chapter 1: role and purpose of the LTCP; vision, goals, objectives; evidence base summary
 - Chapter 2: Our Strategy - the overarching strategy for the area,

- including principles that have been used to guide its development
- Chapter 3: Local Strategies - area-based strategies and schemes for each district, including a single Greater Cambridge section for Cambridge and South Cambridgeshire
- Chapter 4: Our Policies - a summary of the proposed transport policies intended to support the LTCP
- Chapter 5: Monitoring and Performance.

3.10 The LTCP is supported by the following documents which have yet to be published at the time of writing. A verbal update on these will be provided in the meeting:

- Our Policies, setting requirements related to transport planning and design, delivery, and operation and maintenance for all relevant partners, and providing principles which will underpin decision-making, capital investment and revenue support in our transport network
- A Public Engagement and Consultation Report
- An updated Evidence Base
- Three refreshed statutory Impact Assessments produced together as an Integrated Impact Assessment, incorporating Strategic Environmental Assessment, Habitats Regulation Assessment and Community Impact Assessment (incorporating a Health Impact Assessment (HIA) and an Equality Impact Assessment (EqIA))

3.11 The refreshed LTCP vision is as follows: “A transport network which secures a future in which the region and its people can thrive. It must put improved health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper. And it must bring a region of cities, market towns and very rural areas closer together”.

3.12 The vision is supported by:

- 6 goals, intended to outline (at a high level) the wider outcomes the CPCA wants the transport network in Cambridgeshire and Peterborough to achieve. The goals address: productivity,

connectivity, climate, environment, health and safety

- 11 objectives, each referring to one of the six goals.

3.13 The LTCP strategy notes the diversity of the Cambridgeshire and Peterborough area and the resulting challenge of developing a unified transport strategy for the whole region, and identifies the importance of reducing our reliance on the private car and to decarbonising transport. The strategy section explores ten guiding principles for the LTCP, including:

- Productivity
- Connectivity
- Health
- Place making & public realm
- Safety
- Climate change
- Natural environment
- Attractive alternatives
- Demand management
- Shaping our investment.

3.14 The schemes included in the LTCP have been informed by a review of multiple sources, including:

- Independent Commission on Climate
- Cambridgeshire and Peterborough Independent Economic Review
- Previous LTPs for Cambridgeshire and Peterborough
- Developmental work by the constituent Councils, Greater Cambridge Partnership and the Combined Authority, and
- Emerging and adopted Local Plans.

3.15 For Greater Cambridge, the schemes in the draft LTCP comprise the following schemes and policy approaches which are identified as required to support existing issues and future growth:

- Bus/Public Transport
 - GCP Corridor schemes, including Cambourne to Cambridge, Cambridge South East Transport Scheme, Waterbeach to North

- East Cambridge, Cambridge Eastern Access Phase A
- GCP Travel Hubs at Cambridge South West and Foxton
- Area wide public transport improvements, including GCP's Future Bus network 2030, the ZEBRA electric bus scheme and proposals to explore demand responsive rural transport
- Active travel
 - GCP Cycle Schemes, and further opportunities identifying thirteen more active travel gaps and missing links within the city and its hinterlands that could benefit from significant improvements
- Rail
 - relocated Waterbeach rail station
 - Cambridge South Station
 - East West Rail
 - exploring options for upgrading the railway between Cambridge and Newmarket
 - Improve infrastructure and services on key rail routes south of Cambridge
- Highways
 - A10 (Ely to Cambridge)
 - A428 Black Cat to Caxton Gibbet
 - Capacity improvements to the M11 (note this is incorrect as per the proposed response)
- Multimodal
 - Royston to Granta Park multimodal scheme
 - GCP City Access/Making Connections project - the package of measures required to address current congestion and its associated environmental impacts in Cambridge. Reference is made to ongoing work regarding demand management within the city, including a mechanism to raise funding for sustainable transport improvements will also be identified, a revised road network hierarchy, and proposals for further controls on parking via an Integrated Parking Strategy.
- Policy approach: 'decide and provide' policy approach to new development where appropriate to ensure no increase in

development-related vehicular trips on the network (as per the trip budget approach used at North East Cambridge)

3.16 In addition to specific schemes, reference is made to: exploring options for orbital public transport and active travel connections around the eastern side of Cambridge in relation to the GCP Eastern Access scheme as well as further potential development at safeguarded land at Cambridge Airport (proposed to be allocated for development in the Greater Cambridge Local Plan First Proposals consultation); exploring the role new technologies can have in catering for first and last mile trips, such as e-scooters and e-bikes; and using new and developing technologies to help improve freight delivery across the city, including consolidated delivery hubs and the facilitation of more sustainable last mile delivery options.

3.17 The draft LTCP refers to a number of plans and strategies being developed to support delivery of the transport vision for Greater Cambridge, including in particular:

- The Combined Authority's intention to work with the local planning authorities of Cambridge City Council and South Cambridgeshire District to develop an update to the Transport Strategy for Cambridge and South Cambridgeshire 2014 alongside preparation of the Greater Cambridge Local Plan
- Local Walking and Cycling Plan
- Active Travel Strategy
- Rights of Way Improvement Plan
- Cambridge City Council's Making Space for People Supplementary Planning Document

3.18 Following consultation, the responses will be reviewed and the final LTCP is due to be adopted in late 2022.

Approach to responding to the consultation

3.19 In preparing a proposed response to the current consultation, Greater

Cambridge Shared Planning officers have engaged with a range of officers from both Councils, as well as with officers from the Greater Cambridge Partnership and Cambridgeshire County Council.

3.20 The proposed response to the draft LTCP, set out at Appendix 1, focuses on the overall vision, strategy and Greater Cambridge sections. It includes a headline summary followed by detailed comments on each section.

3.21 The headline proposed response points comprise:

- strongly support the overall direction of the LTCP, including its vision, goals and guiding principles
- welcome recognition of potential impacts, uncertainties, and need to learn lessons from COVID, but suggest that consideration of impacts may be more nuanced than currently presented
- support the principle of the LTCP's commitment to a reduction in car mileage by 15%, noting that the practical implementation of this has yet to be worked through
- support all the content included in the Greater Cambridge section, including in particular the inclusion of the GCP programme
- strongly support the Combined Authority's intention to work with relevant partners to prepare a Transport Strategy for Cambridge and South Cambridgeshire
- strongly suggest that reference is added to the need to significantly increase bus depot provision in the Greater Cambridge area to support the future bus network vision
- suggest that to support the shift towards electric vehicles, additional reference is made to the need to enhance electrical grid connection and distribution, as well as E-charging infrastructure

3.22 As a proposed joint response with South Cambridgeshire District Council, a mirror report is being considered by South Cambridgeshire District Council Cabinet on 11th July. Any material changes proposed by South Cambridgeshire District Council arising from that discussion would need to be agreed by the Executive Councillor via out of cycle decision, in consultation with the Chair and Spokes for the Planning & Transport Scrutiny Committee, and in consultation with the South

4 Implications

a) Financial Implications

Page: 10

There are no direct financial implications.

b) Staffing Implications

There are no direct staffing implications

c) Equality and Poverty Implications

There are no direct equality and poverty implications.

The Draft LTCP has been subject to a Community Impact Assessment, albeit this has not been published at the time of finalising this report. A verbal update on this topic may be provided in the meeting.

d) Environmental Implications

There are no direct environmental implications.

The Draft LTCP has been subject to a Strategic Environmental Assessment, albeit this has not been published at the time of finalising this report. A verbal update on this topic may be provided in the

meeting.

e) Procurement Implications

There are no direct procurement implications.

f) Community Safety Implications

There are no direct community safety implications.

The Draft LTCP has been subject to a Community Impact Assessment, albeit this has not been published at the time of finalising this report. A verbal update on this topic may be provided in the meeting

5 Consultation and communication considerations

- 5.1 The Cambridgeshire and Peterborough Combined Authority Draft Local Transport & Connectivity Plan consultation is running between 12th May and 4th August 2022. A series of drop-in events are taking place during the consultation period. More information can be found on the dedicated LTCP website:

<https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltcp/>

- 5.2 As responses to another organisation's consultation, officers don't consider that there are substantive additional consultation and communication issues requiring consideration.

6 Background papers

Background papers used in the preparation of this report:

Draft Cambridgeshire and Peterborough Local Transport & Connectivity Plan

2022

[Draft-LTCP.pdf \(yourltcp.co.uk\)](#)

Adopted Cambridgeshire and Peterborough Local Transport Plan 2020

[Local Transport Plan - Cambridgeshire & Peterborough Combined Authority
\(cambridgeshirepeterborough-ca.gov.uk\)](#)

England's Economic Heartland Transport Strategy

[Transport Strategy - England's Economic Heartland
\(englandseconomicheartland.com\)](#)

7 Appendices

Appendix 1: Proposed Greater Cambridge response to Cambridgeshire and Peterborough Local Transport and Connectivity Plan: draft plan consultation.

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

Caroline Hunt – Strategy and Economy Manager

Telephone: 07849 824745

caroline.hunt@greatercambridgeplanning.org

Appendix 1: Proposed Greater Cambridge response to Cambridgeshire and Peterborough Local Transport and Connectivity Plan: draft plan consultation

A1. This is a joint response to the Cambridgeshire and Peterborough Local Transport and Connectivity Plan: draft plan consultation by Cambridge City Council and South Cambridgeshire District Council.

Overview comments

Overall direction

A2. We are strongly supportive of the overall direction of the LTCP, including its vision, goals and guiding principles, encompassing a broader range of priorities than the adopted LTP. These align with the Councils' own respective corporate priorities, the emerging Greater Cambridge Local Plan themes, and the Greater Cambridge City Deal programme. We would suggest that the LTCP could show greater ambition for the natural environment as part of providing new and enhanced transport schemes, to reflect the Combined Authority's aim of doubling nature.

COVID

A3. We welcome recognition of potential impacts, uncertainties, and need to learn lessons from COVID, but would suggest that consideration of impacts may be more nuanced than currently presented. We would suggest that the final LTCP should reflect on potentially differing COVID impacts at different locations and growth sites, and that it should recognise current evidence suggesting that in certain locations within Greater Cambridge car traffic is now at pre-pandemic levels.

Climate change

A4. We support the principle of the LTCP's commitment to a reduction in car mileage by 15%, using a 2019 baseline, across the region, drawing on the recommendations outlined in the Cambridgeshire and Peterborough Independent Commission on Climate Report. This

aligns with Cambridge City Council and South Cambridgeshire District Council's net zero carbon aspirations. We note that the practical application of this commitment and therefore its specific impacts remain to be worked through.

Greater Cambridge

- A5. We are supportive of all the content included in the Greater Cambridge section, including in particular the inclusion of the GCP programme which underpins delivery of the current local plans and will help achieve sustainable transport goals. Within this, we strongly support the inclusion of forthcoming proposals following the GCP Making Connections consultation that seek to improve public transport and air quality and reduce congestion and pollution in Cambridge.
- A6. We strongly support the Combined Authority's intention to work with relevant partners to prepare a Transport Strategy for Cambridge and South Cambridgeshire to support the emerging Greater Cambridge Local Plan as a child document to the LTCP. Within this, we also strongly welcome the support for policy measures such as trip budgets where considered appropriate, to limit the transport and environmental impacts of new development.
- A7. We welcome the proposals to transform the Greater Cambridge bus network, but strongly suggest that reference is added to the need to significantly increase bus depot provision in the Greater Cambridge area to support this. We would also suggest that to support the shift towards electric vehicles, additional reference is made to the need to enhance electrical grid connection and distribution, as well as E-charging infrastructure.

Introductory sections

Introduction

- A8. Summary: The introduction sets the context for, and purpose and content of, the refreshed Local Transport and Connectivity Plan, noting that the LTCP vision will be delivered in conjunction with the CPCA's Assurance Framework, which provides a rigorous process for transport scheme prioritisation and development, and that the LTCP will set the framework for a Delivery Plan to be adhered to and monitored.
- A9. Comment: We support the focus on the implementation of LTCP priorities via the Assurance Framework and a Delivery Plan. It will be important that the LTCP once adopted is used rigorously to inform transport scheme prioritisation and development to ensure that the ambitious environmental, social and economic priorities within it are delivered in practice.
- A10. In relation to ensuring delivery against the LTCP's ambitions, we note that the draft LTCP proposes guiding transport spend and schemes against its vision, goals, the road user hierarchy and the Six Themes taken from the Combined Authority's Sustainable Growth Ambition Statement, and that beyond this the LTCP also includes objectives and guiding principles. We note that the policies are structured by the objectives, but the performance framework is structured to measure delivery of the goals. As per our responses below to relevant sections, we support the intention of these various elements but suggest that additional consideration is required, including potentially rationalising some of this content, to clarify exactly what ambitions schemes will be prioritised and assessed against.

COVID

- A11. Summary: includes a section on COVID-19, referencing shorter and longer term impacts, noting uncertainties. In summary it notes

that we need to continue to learn lessons and ensure the transport network is flexible enough to cater for changes of a “new normal” and respond to emerging guidance going forward.

A12. Comment: We welcome recognition of potential impacts, uncertainties, and need to learn lessons from COVID, but would suggest that consideration of impacts may be more nuanced than currently presented. We note that the draft LTCP states in some places “transport is unlikely to return to as it was prior to the pandemic” however in other areas it says it is already at pre-pandemic levels. We would suggest that the final LTCP should reflect on potentially differing COVID impacts at different locations and growth sites, and that it should recognise current evidence suggesting that in certain locations within Greater Cambridge traffic is now at pre-pandemic levels. Further development may exacerbate these trends, such that overall the growth levels in our area may cancel out traffic reduction changes in specific locations.

What is a Local Transport and Connectivity Plan?

A13. Summary: Sets the LTCP in the context of other relevant plans and strategies.

A14. Comment: We note that the National Industrial Strategy referred to here no longer exists. This has been transitioned to the UK’s ‘Plan for Growth’. In relation to the content referred to in the Employment and Skills Strategy we recognise and support the need to enhance affordable, frequent and reliable transport and connectivity across the day and evening, particularly for students, adult learners and low income earners, including those living in our towns and rural communities, noting that the LTCP provides an opportunity to address these issues. We note England’s Economic Heartland’s Regional Transport Strategy, and suggest that this LTCP section references that document.

Our transport vision

Vision

A15. Comment: We support the content of the proposed vision which encompasses a broader range of issues than the adopted LTP, including references to health, fairer society, climate change, environment, clean air, and sustainable economic growth. This aligns strongly with the Greater Cambridge approaches, including the emerging Greater Cambridge Local Plan's seven themes of climate change, biodiversity and green spaces, wellbeing and social inclusion, jobs, homes and infrastructure, and the City Deal programme which has stretched its focus on a broader set of priorities, particularly considering and addressing the criticality of climate change, the environment, inclusive growth and improving health.

A16. On specific wording points, we would suggest that the phrasing regarding the natural environment is amended to read "protect and enhance our environment", noting Cambridgeshire and Peterborough's doubling nature ambition, and Greater Cambridge's 20% Biodiversity Net Gain aims. We would also suggest removing "very" from the phrase "very rural areas" so as to encompass the full range of locations including better connected rural areas.

Goals

A17. Summary: six goals, developed from the three outlined previously in the 2020 LTP: productivity, connectivity, climate, environment, health, safety.

A18. Comment: We support all the goals referenced. Under productivity or connectivity we would suggest that reference should be made to modal shift and potentially also to reducing congestion as key priorities for the LTCP. Under health, we would suggest adding reference to active travel.

Objectives

A19. Summary: 11 objectives, each connected to one of the 6 objectives. These are identical to those in the adopted LTP, except for the addition of connectivity – digital.

A20. Comment: We support the comprehensive objectives including the addition of digital connectivity. We'd suggest that there is an opportunity to quantify the natural environment objective, potentially via referencing the doubling nature ambition in a similar way to the climate objective referring to net zero emissions by 2050.

Evidence Base

A21. Summary: Notes updates to the evidence base since the 2020 LTP, identifying points relevant to Greater Cambridge including: Knowledge Intensive business concentrations and associated inequalities; significant growth in sustainable travel journeys into Cambridge; conversely, rising fares and general cost of living are reducing the affordability of the public transport network; the Cambridgeshire and Peterborough Commission on Climate Change's recommendations relevant to transport; and potential COVID impacts.

A22. Comment: We support recognition of the key social, environmental and economic issues raised by the LTCP's evidence base. As per our comments on the introductory section we suggest careful review of COVID impacts and assumptions accounting for site-specific and sub-regional differences.

Our overall strategy

Productivity

A23. Summary: Identifies congestion as a key challenge to economic productivity and the key actions needed to address it including: investment in public transport and active travel, travel hubs allowing car users to switch to modes earlier and travel sustainably for a large proportion of their journeys; policy measures such as trip budgets and alternative methods of providing car parking, where considered

appropriate, particularly in Cambridge and its urban edge; and working with partners on a regional Freight Strategy.

A24. Comment: We support the content of this guiding principle. In particular we support the use of trip budgets where considered appropriate. These are identified by the Transport Evidence supporting the emerging Greater Cambridge Local Plan as required policy tools to support development at specific locations. We also particularly support the focus on freight, including exploring the potential for more freight to be transported by sustainable modes while accounting for the local impacts, and also first/last mile deliveries, which are a particular issue for Cambridge. To achieve this we very much support the Combined Authority's intention to liaise with Planning Authorities to identify and investigate freight issues and bring together spatial planning, freight transport and transport planning interests.

A25. Further to this, we support the aspirations of the Bus Service Improvement Plan. We would highlight that the location of bus depots and layover facilities are important for productivity.

Connectivity

A26. Summary: focus on digital connectivity and reference to preparation of Cambridgeshire and Peterborough Digital Connectivity Infrastructure Strategy, and also emerging digital transport tools

A27. Comment: we support the focus on digital connectivity for all, and the intention to explore demand responsive transport for more rural areas, noting the digital connectivity and public transport accessibility challenges faced by our more rural communities. We would suggest that further consideration could be given to how rural centres and nearby villages can sustain themselves as networks and connect effectively into other larger centres and more strategic transport options.

Health

A28. Summary: notes the impact of transport on physical and mental health including active travel and air quality.

A29. Comment: We support this content. We would note that additional reference could be made to:

- initiatives for adults to bring them back to cycling as well as encourage their children
- building greater links with schools to promote benefits to pupils of walking and cycling and forming healthy habits/behaviours early
- the safety of walking routes, which needs to be addressed to encourage use by all users.
- The Cambridgeshire and Peterborough Health and Wellbeing Strategy 2020-24, and the emerging Active Travel Strategy

Place Making & Public Realm

A30. Summary: identifies importance of public realm in placemaking, the need to integrate spatial and transport planning including via the Combined Authority's Non-Statutory Spatial Framework to reduce the need to travel, and supporting 20 minute neighbourhoods

A31. Comment: We support the approach to integrating spatial and transport planning, which reflects the approach we are taking in the emerging Greater Cambridge Local Plan to locating new development close to sustainable travel opportunities. As noted elsewhere in our response, on the topic of integrating spatial and transport planning we strongly support the Combined Authority's intention to work with relevant partners to prepare a Transport Strategy for Cambridge and South Cambridgeshire to support the emerging Greater Cambridge Local Plan as a child document to the LTCP.

Safety

A32. Summary: noting the priority of improving road safety across the region, working via the Cambridgeshire and Peterborough Vision Zero Partnership

A33. Comment: We support this content.

Climate Change

A34. Summary: references local climate impacts, the net zero carbon by 2050 target, commitment includes a reduction in car mileage by 15%, using a 2019 baseline, across the region, the need to tackle embodied carbon, the East Anglian Alternative Fuels Strategy (EAAFS), Greater Cambridge Partnership's work on a Clean Air Zone Feasibility Study, zero emissions buses, and Air Quality Action Plans.

A35. Comment: We support this guiding principle. We welcome the principle of the LTCP's commitment to a reduction in car mileage by 15%, using a 2019 baseline, across the region, drawing on the recommendations outlined in the Cambridgeshire and Peterborough Independent Commission on Climate Report. This aligns with the Cambridge City Council and South Cambridgeshire District Council's net zero carbon aspirations, and also broadly aligns with the GCP's existing aim of reducing traffic within Cambridge by 10-15% on 2011 levels. We note that the practical application of this commitment and therefore its specific impacts remain to be worked through.

A36. We also welcome:

- The intention to consider embedded carbon within transport scheme assessment
- the reference to the Cambridge City Council Air Quality Action Plan (AQAP) 2018-23, which will be reviewed in 2022/23. A reference to compliance with future AQAP should be included in the final LTCP. We welcome the LTCP's support for the key actions identified in the AQAP.

A37. Following current content regarding the Intelligent City Platform, we would ask that the following wording be added: "In addition the Smart Cambridge programme has been using real time public transport data to provide clear information for travellers across the County through both an app-based interface and travel screens, helping to provide real time information to travellers and local authorities about the functioning of the transport network".

Natural Environment

A38. Summary: references the intention to protect the natural, historic and built environment, and to integrate biodiversity net gain into transport schemes.

A39. Comment: We support the aims set out. As per our comments elsewhere, we would suggest that the LTCP could be more specific in its ambition for the natural environment, potentially adopting the Greater Cambridge ambition such that transport schemes would seek to deliver 20% Biodiversity Net Gain.

Attractive Alternatives

A40. Summary: references the Cambridgeshire Active Travel Strategy as a child document to the LTCP, a first/last mile strategy for deliveries, and the Greater Cambridge Partnership's Making Connections project.

A41. Comment: We support the focus on active travel. We would suggest this principle needs to acknowledge the importance of considering all users, including those who may struggle with walking.

Demand Management

A42. Summary: defines Travel Demand Management as an umbrella term for the application of strategies and policies to reduce travel demand, or to redistribute this demand in space, mode or in time, and identifies the intention to investigate such measures in specific locations across the region, accounting for local issues.

A43. Comment: We strongly support the application of travel demand management tools in appropriate locations, as per our comments on the Productivity section.

Shaping our investment

A44. Summary: identifies features that will guide consideration of transport spend and schemes alongside the LTCP's vision and 6 goals, including: a road user hierarchy including place and movement

functions, and six themes taken from the Combined Authority's Sustainable Growth Ambition Statement: people, climate and nature, infrastructure, innovation, reducing inequalities, financial and systems.

A45. Comment: We support assessing transport schemes against a wide range of indicators going beyond GVA to encompass environmental and social priorities. Equally, to ensure delivery against LTCP ambitions, as per our comments on the introductory section we suggest that additional consideration is required, including potentially rationalising some of this content, to clarify exactly what ambitions schemes will be prioritised and assessed against.

A46. On a point of detail, we note that no reference is made within the user hierarchy to e-scooters, and suggest that the LTCP needs to be flexible and forward looking to account for emerging transport modes of travel, including within the user hierarchy.

Local Strategies

East Cambridgeshire

A47. Summary: points relevant to Greater Cambridge include the intention to address capacity constraints on the A10 between Ely and Cambridge; provision of a new Park and Ride at Waterbeach; reference to Network Rail's Ely Area Capacity Enhancement (EACE) scheme facilitating additional rail services to Cambridge, as well as additional services to Peterborough, Ipswich, and Norwich.

A48. Comment: Our comments on this section are limited to those relevant to Greater Cambridge. We support the intention to address A10 capacity issues and provision of a new Park and Ride at Waterbeach, which are requirements to support full development at Waterbeach New Town. In relation to Network Rail's Ely Area Capacity Enhancement (EACE) scheme, as per our response to the EACE consultation in 2021, EACE provides only limited additional future rail capacity. Ongoing engagement with Network Rail and local partners is required to ensure that there is sufficient rail capacity to

cater for all planned growth to 2040 and beyond, including accounting for the increasing proportion of journeys being taken by rail. Also included in our response to the EACE consultation, we also note the pressing need to address exclusion of the community severed by the Chesterton Fen Road crossing caused by the existing and forecast increases in barrier down time. We look forward to working with the Combined Authority, Network Rail and other partners to address this issue.

Greater Cambridge

Background and recent developments

A49. Summary: summarises key issues characterising Greater Cambridge transport context, noting recent developments including those included in the adopted 2018 Local Plans. Expresses the intention to working in partnership with the Local Planning Authorities, Greater Cambridge Partnership, Cambridgeshire County Council, and other relevant partners to deliver a world class transport network in Greater Cambridge, including supporting the potential role of a sub-strategy for the Greater Cambridge area, that would update the previous Transport Strategy for Cambridge and South Cambridgeshire that was prepared in parallel with the 2018 Local Plans under a previous Local Transport Plan, which will form a 'child' document to the LTCP.

A50. Comment: We recognise the characterisation of Greater Cambridge, with very different issues faced by Cambridge from more rural parts of South Cambridgeshire. Given this context, we note that the challenges and opportunities for Greater Cambridge, and indeed for Cambridgeshire and Peterborough as a whole, are to consider the very different characteristics of the region and then look at how walking, cycling and public transport can support a post-COVID economy with a reduced need to travel (supported by technology and services such as last mile delivery), including rebalancing streets and spaces which encourage and support active travel options.

A51. We strongly support the Combined Authority's intention to work with relevant partners to prepare a Transport Strategy for Cambridge

and South Cambridgeshire to support the emerging Greater Cambridge Local Plan as a child document to the LTCP.

A52. We'd suggest that the text on page 68 could be clarified to note that the environmental and social impact of journeys being made by private vehicle are current and not solely related to future planned growth, as is expressed later in the same paragraph. In relation to air pollution we would note the negative impacts of particulate matter from transport within Cambridge, in addition to the impacts of nitrogen dioxide (NO₂) already noted.

Transport Challenges

A53. Summary: identifies key transport challenges for Greater Cambridge, including high housing costs and associated longer distance commuting; congestion and associated impacts including air pollution and bus service inefficiencies.

A54. Comment: We recognise the transport challenges identified. We'd note the additional challenges not mentioned in this section of:

- Meeting the growing demand for fast deliveries of goods and services in a way that avoids negative impacts. Numerous vehicles pulling up at the kerb to make deliveries has an impact on the public realm, public safety (conflict with pedestrians and cyclists) and the quality of life of people living and working in the area, adding unnecessarily high levels of congestion, pollution and environmental impacts.
- The Government's drive towards phasing out petrol and diesel vehicles, which will see a shift to electric vehicles. Electrical grid distribution and connection, already a key challenge within Greater Cambridge as explored by GCP, will need to be enhanced to support this shift together with jobs and housing growth. In addition, public charging infrastructure needs to keep pace and will need to accommodate a wider range of vehicles including mobility scooters, electric cycles and electrification of the bus fleet. Poorly located and designed e-charging infrastructure could cause conflicts, for example with pedestrian and cyclist routes.

Our approach

A55. Summary: identifies the approaches being taken to addressing Greater Cambridge's transport challenges, including transforming the public transport network of bus services including in rural areas, enhancing travel hub capacity, addressing congestion and associated impacts in Cambridge via the GCP's City Access project (including a scheme to reduce congestion and pollution and raise money to invest in sustainable transport improvements), a revised Cambridge road network hierarchy, parking controls, investment in active travel, a 'decide and provide' policy approach to strategic new development, and addressing highway pinch-points.

A56. Comment: We are supportive of all the content included in this section, including in particular the inclusion of the GCP programme which underpins delivery of the current local plans and will help achieve sustainable transport goals.

A57. Within this, we strongly support:

- the inclusion of forthcoming proposals following the GCP Making Connections consultation that seek to improve public transport and air quality and reduce congestion and pollution in Cambridge. Delivery of these proposals is expected to achieve the modal shift required to address existing issues and support development identified in the adopted plans and emerging local plan.
- The 'decide and provide' policy approach, as per our comments on the Productivity guiding principle.

A58. We strongly suggest that reference is added to the need to significantly increase bus depot provision in the Greater Cambridge area to support the proposed increases in bus services. The location of new depots and their potential impacts will require thorough consideration.

A59. In addition, we suggest that the following further enhancements are made to this section:

- Make additional reference to electrical grid connection and distribution, as well as E-charging infrastructure to support the shift towards electric vehicles, as per our comments regarding transport challenges
- Make additional reference to meeting the growing demand for fast deliveries of goods and services, including first/last mile delivery, as per our comments regarding transport challenges
- Make greater reference to future mobility and Mobility as a Service (MaaS) to support the work being undertaken by Smart Cambridge on these topics, noting that MaaS could be transformative for many journeys, not just for first/last mile journeys as currently suggested by the draft LTCP.

Strategic and local projects

A60. Summary: Identifies the schemes and policy approaches required to support committed development, and to address existing and future transport challenges in Greater Cambridge.

A61. Comment: We are strongly supportive of the identification of transport schemes and policy approaches required to address existing and future transport challenges in Greater Cambridge.

A62. We would request the following changes to references to the identified schemes to ensure factual accuracy, and that the relative status and certainty of schemes is correctly referenced:

- Schemes identified as required to support the adopted Cambridge and South Cambridgeshire Local Plans:
 - This list includes schemes that are coming forward but were not identified as required to support the adopted plans. We support reference to these schemes in the Greater Cambridge section, but request that the list of schemes identified as required to support the adopted plans is amended to include only the following schemes:
 - Greater Cambridge Partnership (GCP) schemes:
 - Cambourne to Cambridge
 - Cambridge South East Transport Study

- Cambridge South West Travel Hub
 - Waterbeach to North East Cambridge
 - Cambridge Eastern Access Phase A
 - City Access
 - GCP Cycle Schemes
- Waterbeach station relocation
- A10 (Waterbeach to Cambridge) highway improvements
- Drawing on the above, we support reference in the LTCP Greater Cambridge section to the following schemes that are being developed but are not specifically required in the adopted plans, including:
 - Foxton Rural Travel Hub
 - A10 (Ely to Cambridge) highway improvements
 - A428 Black Cat to Caxton Gibbet
 - Cambridge South Station
- Our understanding is that there is no firm planned scheme to enhance M11 capacity, and as such would recommend deletion of this reference.
- Schemes identified as required to support the emerging Greater Cambridge Local Plan (GCLP):
 - These schemes are identified in GCLP First Proposals transport evidence, but relate to draft allocations which could be subject to change. We suggest replacing this text with “Further potential transport schemes were identified as required to mitigate the transport impacts of draft allocations included in the 2021 Greater Cambridge Local Plan First Proposals consultation. The revised Transport Strategy for Cambridge and South Cambridgeshire child document to this LTCP will be prepared to support later stages of the GCLP. This will confirm the transport infrastructure and policies required to mitigate the proposed sites, once the development strategy is confirmed”.
- Schemes not currently referenced:
 - We’d suggest that GCP’s Whittlesford Transport Masterplanning Exercise is added to the Strategic Projects and the Regional Initiatives diagram

- We'd suggest that reference is made to the proposed improved rail services from the north which should be unlocked by the Ely Catchment Capacity Area work and other related rail proposals.

Our policies

A63. Summary: Sets out policy themes by objective. Officers understand that policy summaries will be added following the consultation.

A64. Comment: Under productivity we note the theme of 'expanding labour markets'. In line with the climate ambitions set out elsewhere in the document we note the importance of achieving this goal by sustainable travel modes if it is not to have adverse environmental and social effects.

Monitoring and performance

A65. Summary: Sets out locally relevant performance indicators, structured by the LTCP's six goals, for measuring the progress of implementing the LTCP, and for informing decision making about future priorities for funding in pursuit of the aims and objectives of the LTCP.

Comment: We would note that GCP is now conducting a comprehensive data audit with a view to proposing metrics for its programme supporting its Gateway review, as well as its inclusive and sustainable growth strategy. The intention is to develop measures that demonstrate delivery against the 6 capitals framework which is similar to that of the Combined Authority's Economic Growth Strategy and broader vision. GCP partners would welcome the opportunity to discuss the potential alignment of LTCP and GCP measures, and beyond that to share understanding and intelligence as the LTCP is rolled out so that we can e

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Item

Neighbouring local plan consultation responses

Non-Key Decision

To:

Councillor Katie Thornburrow, Executive Councillor for Planning and Infrastructure
Planning & Transport Scrutiny Committee 28 June 2022

Report by:

Stephen Kelly, Joint Director of Planning and Economic Development
Tel: 01223 457009 Email: stephen.kelly@greatercambridgeplanning.org

Wards affected:

All

1. Executive Summary

- 1.1. This report highlights relevant issues for, and seeks agreement to key responses to one current and one imminent Local Plan consultations in districts neighbouring or near to Greater Cambridge. It also reports on a response already made to a recent consultation of the same kind for which the consultation has closed, and highlights a further forthcoming consultation of the same kind. Given the proximity of these districts to South Cambridgeshire, the contents of these Local Plans could in principle impact on the emerging joint Greater Cambridge Local Plan, and a joint response from Greater Cambridge is recommended.
- 1.2. The consultations addressed in this report are:
- East Cambridgeshire Local Plan Single Issue Review Proposed Submission (Regulation 19) – consultation closed 13 June and response already submitted
 - West Suffolk Local Plan Preferred Options (Regulation 18) – response proposed
 - Bedford Borough Local Plan 2040 Plan for Submission (Regulation 19) – response proposed

- Uttlesford Draft Local Plan (Regulation 18) – consultation anticipated summer 2022 but no material available at the time of writing the report. A verbal update will be provided to committee.

2. Recommendations

2.1. The Executive Councillor is recommended to:

- Agree the proposed response to the West Suffolk Local Plan Preferred Options (Regulation 18) consultation as set out in Appendix 1, and the proposed response to the Bedford Borough Local Plan 2040 Plan for Submission (Regulation 19) as set out in Appendix 2
- Agree that any material changes to the responses to the West Suffolk Local Plan Preferred Options (Regulation 18) and the Bedford Borough Local Plan 2040 Plan for Submission (Regulation 19) arising from consideration by South Cambridgeshire District Council, will be agreed via an out of cycle decision by the Executive Councillor for Planning and Infrastructure in consultation with the Chair and Spokes for the Planning & Transport Scrutiny Committee, and in liaison with the South Cambridgeshire Lead Cabinet Member for Planning
- Agree to grant delegated authority to the Joint Director of Planning and Economic Development, in liaison with the South Cambridgeshire Lead Cabinet member for Planning and the Cambridge City Council Executive Councillor for Planning and Infrastructure, to make any minor editing changes to the responses to the West Suffolk Local Plan Preferred Options (Regulation 18) and the Bedford Borough Local Plan 2040 Plan for Submission (Regulation 19).

3. Background

Overview of consultations and principles for responding

3.1. Local plan consultations for districts neighbouring South Cambridgeshire are taking place on the following timelines in summer 2022:

- East Cambridgeshire Local Plan Single Issue Review Proposed Submission (Regulation 19): 3rd May-13th June

- West Suffolk Local Plan Preferred Options (Regulation 18) consultation: 26th May – 26th July
- Bedford Borough Local Plan 2040 Plan for Submission (Regulation 19): 15th June – 29th July 2022
- Uttlesford Draft Local Plan (Regulation 18) consultation: summer 2022: dates not yet confirmed

- 3.1 West Suffolk and Uttlesford Local Plan consultations are at Regulation 18 stage, which set out draft proposals for comment. Responses to such consultations can be on any relevant topic and will inform later versions of the plan being prepared. East Cambridgeshire and Bedford Borough Local Plan consultations are at Regulation 19 stage, which is a consultation on what that Council considers to be the version of the plan ready to be submitted for independent examination. Responses at this stage must relate to the ‘soundness’ of the plan (see [National Planning Policy Framework paragraph 35](#)), or to its legal procedural compliance. The Council preparing the plan will not make further amendments to their plan in response to representations made, but will instead share representations with the independent inspector examining the Plan for them to consider. The exception to this would be if the Council preparing the plan concluded in response to representations that material changes needed to be made to the plan. In this case the Council would need to undertake a further consultation on those changes before the plan could be submitted.
- 3.2 The proposed responses to consultation included in this report focus comments on aspects that impact on Greater Cambridge rather than providing a general commentary on the merits of each plan, which is a matter for that council with their community and ultimately their inspector. Notwithstanding, given both Cambridge City Council and South Cambridgeshire District Council’s ambitious policy approaches regarding climate and biodiversity as set out in the Greater Cambridge Local Plan First Proposals, together with the cross-boundary (and indeed global) nature of both opportunities and impacts in relation to these topics, officers recommend that consultation responses to Regulation 18 plans referred to in this report should note the approach to these topics taken in the First Proposals, and encourage the relevant local authority to adopt similarly ambitious policy approaches in their respective plans.
- 3.3 Given that issues raised in these consultations are relevant to the joint Greater Cambridge Local Plan, these recommended responses are being proposed for agreement by the Executive Councillor in liaison

with South Cambridgeshire District Council via a mirror report to its Cabinet on 11 July, with any subsequent material changes to be agreed by the Lead Cabinet member for Planning in consultation with Chair and Spokes.

East Cambridgeshire Local Plan Single Issue Review Proposed Submission (Regulation 19) – report of response made

- 3.4 East Cambridgeshire's Single Issue Review Proposed Submission (Regulation 19) consultation closed on 13th June. As such this report records the response that Greater Cambridge Shared Planning submitted on behalf of Cambridge City Council and South Cambridgeshire District Council for committee's information.
- 3.5 The Single Issue Review is in respect of their housing requirement and delivery of growth, on which basis they conclude no new housing allocations are required. East Cambridgeshire are not proposing any amendment to the plan period or other policies in the Local Plan at this time. As a result, it is considered that there are no issues relevant to or impacting on Greater Cambridge.
- 3.6 The following response was made: "Thank you for consulting Cambridge City Council and South Cambridgeshire District Council. We do not consider that the East Cambridgeshire Local Plan Single Issue Review Proposed Submission has any implications for Greater Cambridge, and as such will not be making any comments to this consultation."
- 3.7 As a non-substantive response, that also reflected the response made to an earlier consultation, this was agreed by the Joint Director of Planning and Economic Development, with the response communicated to the South Cambridgeshire Lead Cabinet member for Planning and the Cambridge City Council Executive Councillor for Planning and Infrastructure.

West Suffolk Local Plan Preferred Options (Regulation 18) consultation – proposed draft response

- 3.8 The West Suffolk Local Plan Preferred Options (Regulation 18) consultation runs between 26th May – 26th July. The Preferred Options consultation document has been prepared in three main parts: Part 1 – strategic policies, Part 2 – non-strategic policies, Part 3 – site allocations; and sets out the policy parameters and purpose of each

policy area. A series of questions in each section invite comments on whether the right preferred option sites and policy parameters have been identified together with reasons why alternative options have not been taken forward. The next stage will be to draft the plan which West Suffolk Council intends to submit to the Planning Inspectorate; consultation on the Submission draft local plan (Regulation 19) is anticipated in May 2023.

- 3.9 West Suffolk has a close relationship with Greater Cambridge, with a shared travel to work, housing market and economic area. Higher wages in Greater Cambridge are a pull factor for residents in West Suffolk but overall West Suffolk report that it is a net importer of jobs (more people go to work in West Suffolk than commute out). Much of the employment land is close to the main towns on the A11/A14 corridor. Transport, energy supply, and water supply in an area of water stress, health services and education provision are identified as strategic matters. Further evidence is being prepared to inform the draft West Suffolk Local Plan; A Gypsy and Traveller Accommodation Needs Assessment is being prepared jointly with GCSP and other Cambridgeshire authorities.
- 3.10 The Preferred Options Plan raises no significant concerns relevant to Greater Cambridge. The response set out at Appendix 1 focusses on the following points:
- Note the close relationship between Greater Cambridge and West Suffolk, with a shared travel to work, housing market and economic area. Encourage commuting trips by sustainable modes by locating new development in locations with good access to sustainable travel options, including making most of the opportunities for sustainable travel provided by the Greater Cambridge Partnership's Cambridge South East Transport scheme between Haverhill and Greater Cambridge.
 - Note the strong demand for strategic logistics distribution sites across the sub-region identified in West Suffolk's employment evidence, and request further discussions on this.
 - Acknowledge the challenges faced by West Suffolk in addressing the Climate Emergency and encourage West Suffolk to adopt ambitious climate and biodiversity policy approaches in their plan, noting approach taken within GCLP.
 - request the Councils to continue to work together addressing infrastructure requirements and cross-boundary matters in the development of their Local Plans.

Bedford Borough Local Plan 2040 Plan for Submission (Regulation 19) consultation – proposed response

- 3.11 The Bedford Borough Local Plan 2040 Plan for Submission (Regulation 19) consultation is anticipated to run between 15th June – 29th July. This follows the previous Strategy Options and Draft Policies consultation held between June and September 2021. The particular reason for progression to this stage of plan-making at this time is Policy 1 in the adopted plan, which states that “an updated or replacement plan will be submitted for examination no later than three years after the date of adoption of the plan. In the event that this submission date is not adhered to, the policies in the Local Plan 2030 which are most important for determining planning applications for new dwellings will be deemed to be ‘out of date’ in accordance with paragraph 11 d) of the National Planning Policy Framework 2019”.
- 3.12 The Local Plan 2040: Plan for Submission and supporting documents were agreed for consultation by the Bedford Borough Council Executive in April, with a number of further evidence documents being agreed in late May. The draft version of the Plan for Submission agreed by the Council’s Executive includes content set out below relevant to Greater Cambridge. A verbal update will be provided in the meeting by which time the consultation is anticipated to have started.
- 3.13 The single substantive potential cross-boundary issue of relevance to Greater Cambridge included in the Plan for Submission approved for consultation is the proposal for a new settlement (3,800 homes) and related employment provision (4ha employment land) at Little Barford, “well connected to the new East-West Rail station at its intersection with the East Coast Main Line”. Little Barford is located south of St Neots, and south east of the intersection between the A1 and the A428. With respect to Greater Cambridge, the site is located around 5 miles west of Gamlingay and 8 miles south west of Cambourne. The settlement is on the alignment of the proposed A428 improvements which connect to Caxton Gibbet. Building on the joint Cambridge/South Cambridgeshire response to the previous Strategy Options and Draft Policies consultation, officers note that the sustainability performance and deliverability of a new settlement at Little Barford is dependent on delivery of East West Rail and on the preferred East West Rail route alignment. The preferred alignment and wider programme for delivery of East West Rail have yet to be confirmed. The Sustainability Appraisal

Report supporting the Plan for Submission acknowledges the risk of the delay or non-implementation of the planned East-West rail project, but does not identify the impacts of this eventuality.

3.14 Drawing on the above, the proposed response at Appendix 2 focuses on the following response points:

- Note proposal for new settlement at Little Barford and its reliance on East West Rail station to support travel by sustainable modes
- Note GCLP First Proposals approach to development at Cambourne, and the Councils' recognition of the need to monitor progress with the East West Rail programme and keep under review implications of any potential uncertainty around East West Rail as the plan is progressed.
- Query transport and carbon impacts of development at Little Barford should East West Rail be delayed or not delivered, including potential traffic impacts on A428 within Greater Cambridge.

Uttlesford Draft Local Plan (Regulation 18) consultation – update

3.15 At the time of writing this report, the Uttlesford Draft Local Plan (Regulation 18) consultation dates and content have yet to be published or confirmed by Uttlesford members at committee. Uttlesford District Council's website says that it still intends to publish the draft local public for public consultation in the summer. As such it is anticipated that by the time of the Planning and Transport Scrutiny meeting, a draft version of the Draft Local Plan for consultation may have at least been published ahead of Uttlesford committee processes. Should that be the case, a verbal update will be provided in the meeting, with a joint response from Greater Cambridge to be confirmed via aligned out of cycle decisions.

4 Implications

a) Financial Implications

4.1 The proposed responses to neighbouring local plan consultations have no financial implications for the Council.

b) Staffing Implications

4.2 The proposed responses to neighbouring local plan consultations have no staffing implications for the Council.

c) Equality and Poverty Implications

- 4.3 While each neighbouring local plan may have equality and poverty implications, it is not considered that there will be substantive impacts within Greater Cambridge.

d) Environmental Implications

- 4.4 Development plans provide an opportunity to address the aspects of the environment that can be influenced by the planning system. All Local Plans must be accompanied by a Sustainability Appraisal that will consider the environmental implications of the plan. The proposed responses seek to minimise negative and maximise positive environmental outcomes of these neighbouring Local Plans for Greater Cambridge. In addition, the proposed responses encourage neighbouring Local Planning Authorities to adopt the highest possible environmental standards.

e) Procurement Implications

- 4.5 The proposed responses to neighbouring local plan consultations have no procurement implications.

f) Community Safety Implications

- 4.6 While each neighbouring local plan provides an opportunity to address aspects of community safety that can be influenced by the physical environment, it is not considered that they will generate substantive community safety impacts within Greater Cambridge.

5 Consultation and communication considerations

- 5.1 As responses to other organisations' consultations, and given the nature of issues raised, officers don't consider that there are substantive additional consultation and communication issues requiring consideration.

6 Background papers

Background papers used in the preparation of this report:

East Cambridgeshire Local Plan Single Issue Review Proposed Submission

Recent consultation (3rd May - 13th June 2022):

https://www.eastcambs.gov.uk/sites/default/files/East%20Cambs%20Local%20Plan%20SIR%20-%20Reg%2019%20LP%20-%20Final_0.pdf

Cambridge City Council and South Cambridgeshire District Council
response to previous consultation:

“Thank you for consulting Cambridge City Council and South Cambridgeshire District Council. We don't consider that the East Cambs Single Issue Review has any implications for Greater Cambridge, and as such won't be making any comments to this consultation.”

West Suffolk Local Plan Preferred Options

Current consultation:

https://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/west-suffolk-local-plan-review.cfm

Cambridge City Council and South Cambridgeshire District Council
response to previous consultation:

<https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=475&MId=3791&Ver=4> (Agenda item 20/10/PnTc)

Bedford Borough Local Plan 2040 Plan for Submission

Plan for Submission and supporting documents for forthcoming consultation:

[Local Plan 2040 - Bedford Borough Council](#)

Cambridge City Council and South Cambridgeshire District Council
response to previous consultation: [Decision - Joint Response to the Bedfordshire Borough Council Draft Plan \(Regulation 18\) Strategy Options and Draft Policies Consultation \(moderngov.co.uk\)](#)

Uttlesford Local Plan

Local Plan webpage (no documents are currently available relating to the forthcoming consultation):

[The new Local Plan - Uttlesford District Council](#)

Cambridge City Council and South Cambridgeshire District Council

response to previous consultation:

[Decision - Joint Response to Uttlesford District Council's \(Regulation 18\) Local Plan Issues and Options consultation \(moderngov.co.uk\)](#)

7 Appendices

Appendix 1: West Suffolk Local Plan Preferred Options – proposed consultation response

Appendix 2: Bedford Borough Local Plan 2040 Plan for Submission - proposed consultation response

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

Caroline Hunt – Strategy and Economy Manager
Telephone: 07849 824745
caroline.hunt@greatercambridgeplanning.org

Appendix 1: West Suffolk Local Plan Preferred Options – proposed consultation response

This response to the West Suffolk Local Plan (Regulation 18) Preferred Options consultation is made by Greater Cambridge Shared Planning on behalf of Cambridge City Council and South Cambridgeshire District Council.

The Councils are already engaging with West Suffolk Council under the Duty to Cooperate in relation to Greater Cambridge Local Plan and North East Cambridge Area Action Plan and look forward to ongoing engagement as both Greater Cambridge and West Suffolk plans progress.

West Suffolk has a close relationship with Greater Cambridge, with a shared travel to work, housing market and economic area. Whilst West Suffolk may be a net importer of jobs, higher wages in Cambridge are a pull factor for West Suffolk residents commuting to jobs within Greater Cambridge. West Suffolk is within the top three districts providing workers for Greater Cambridge and where possible these trips should be encouraged by sustainable modes. In particular we would suggest that allocations proposed at Haverhill make the most of opportunities for sustainable travel provided by the Cambridge South East Transport scheme between Haverhill and Greater Cambridge proposed by the Greater Cambridge Partnership, to reduce pressure on the A1307.

It is noted that the West Suffolk employment land review study identified strong demand from the logistics sector for strategic distribution sites, and recommended this issue is considered at a sub-regional level. We would welcome discussion on this cross-boundary matter as our respective plans progress.

In common with West Suffolk Council, Cambridge City Council and South Cambridgeshire District Council have both declared climate emergencies. The Councils acknowledge the challenges faced by West Suffolk in addressing the Climate Emergency. Given the cross-boundary (and indeed global) nature of both opportunities and impacts in relation to the climate and biodiversity emergencies, we encourage West Suffolk to adopt ambitious climate and biodiversity policy approaches in their new plan, noting the approach taken within the Greater Cambridge Local Plan.

The Councils note the range of additional evidence being prepared to inform the draft West Suffolk Local Plan, including documents being prepared jointly with the GCSP. This reflects the number of strategic infrastructure requirements and shared cross-boundary issues between West Suffolk and Greater Cambridge. We would welcome further dialogue with West Suffolk as our respective plans progress, including but not limited to the topics identified above.

Appendix 2: Bedford Borough Local Plan 2040 Plan for Submission - proposed consultation response

This response to the Bedford Borough Local Plan 2040 – Plan for Submission consultation is made by Greater Cambridge Shared Planning on behalf of Cambridge City Council and South Cambridgeshire District Council.

As per our response to the previous Draft Plan Strategy Options and Draft Policies Consultation, given that the South Cambridgeshire and Bedford Borough boundaries do not adjoin we consider it unlikely that the Plan as proposed would have direct impacts on our districts (noting that Cambridge and South Cambridgeshire are producing a joint plan: strategic cross-boundary matters affecting one district will have implications for the other).

Notwithstanding the above, we note the proposal for a new settlement at Little Barford included in the Plan for Submission, and that the sustainability performance and deliverability of this site are dependent on delivery of the East West Rail Bedford to Cambridge section.

We note the relatively early stage of development of the East West Rail Bedford to Cambridge section project.

For our emerging Greater Cambridge Local Plan First Proposals, we identified an expanded Cambourne as a broad location for future growth in the 2030's to respond to the opportunity that will be provided by the proposed East West Rail that includes a station at Cambourne. We are now preparing a draft Local Plan and in doing so will monitor progress with the East West Rail project and will keep under review implications of any uncertainty of East West Rail delivery.

We would be concerned about the transport and wider carbon impacts of locating a new settlement at Little Barford, including from potential increased traffic on the A428 in Greater Cambridge, should development come forward ahead of an East West Rail station, or in the event that East West Rail was not delivered.

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CAMBRIDGE CITY COUNCIL Record of Executive Decision

EMERGING WATER RESOURCES REGIONAL PLAN CONSULTATION RESPONSE

Decision of: Councillor Thornburrow, Executive Councillor,
Planning Policy and Transport

Reference: 22/URGENCY/P&T/01

Date of decision: 15/02/22 **Published:** 22/02/22

Decision Type: Non-Key

Matter for Decision: Response to the emerging Water Resources Regional Plan for Eastern England

Why the decision had to be made (and any alternative options):

Water Resources East (WRE) are carrying out consultation on the emerging Water Resources Regional Plan for Eastern England between 17 January and 28 February 2022. WRE are planning for sustainable and resilient water resources for the next 50 years and beyond. The Water Resources Management Plans produced by the water companies in this region will need to be in line with the Regional Plan.

For further information, see the emerging Regional Plan, the non-technical summary and the WRE press release.

The Regional Plan will be a key document for the Greater Cambridge Local Plan. In the First Proposals, the Councils were clear that the preferred option for growth was contingent on there being evidence as the plan progresses that an adequate water supply would be available to meet the development needs identified without unacceptable environmental harm. Therefore, it is important that the Councils put forward their views on the emerging Regional Plan and the potential solutions to providing water supply in the future.

This is the first consultation on the regional plan. It sets out the scale of the water deficit in the region and the reasons for this, which relate to growth, climate change, the needs of the agri-food and energy sectors, and an increasing allocation for the natural environment. The plan focuses on:

- Demand management including reducing leakage and per capita consumption.
- New sources of water supply including large infrastructure options (>10 Megalitres/day (MI/d)) such as reservoirs, transfer, desalination, effluent re-use.
- 'Local' non-water company and smaller (<10MI/d) water company infrastructure projects and schemes.
- Possible water innovations and exemplars which could be supported or facilitated.

Appendix 1 to this decision sets out the proposed responses to the questions posed by WRE in the consultation. The purpose of this decision is to agree the responses so that they can be submitted before the deadline as a joint response from Cambridge City Council and South Cambridgeshire District Council.

Appendix 1 can be viewed at the link below:

<https://democracy.cambridge.gov.uk/ecSDDisplay.aspx?NAME=SD1606&ID=1606&RPID=74504025>

WRE will use the results of the consultation to develop the Draft Plan which will be subject to another round of consultation in Autumn 2022 and the final plan is expected in 2023. Officers are also carrying out ongoing engagement with WRE, the water companies and the Environment Agency to support the development of the Local Plan.

The Executive Councillor's decision(s):

To confirm that the consultation response set out in Appendix 1 of this decision should be made to the emerging Water Resources Regional Plan for Eastern England.

Appendix 1 can be viewed at the link below:

<https://democracy.cambridge.gov.uk/ecSDDisplay.aspx?NAME=SD1606&ID=1606&RPID=74504025>

Reasons for the decision:

To provide the views of Cambridge City Council and South Cambridgeshire District Council on the emerging Water Resources Regional Plan for Eastern England because future water resources will be a key issue for the Greater Cambridge Local Plan.

Scrutiny consideration:

The Chair and Spokespersons of the Planning and Transport Scrutiny Committee were consulted on this matter.

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| Report: | <p>Appendix 1 – Cambridge City Council and South Cambridgeshire District Council response to the Emerging Water Resources Regional Plan for Eastern England (January 2022)</p> <p>Appendix 1 can be viewed at the link below: Document Meeting 22.03.22 - ROD Emerging Water Resources Regional Plan Consultation Response - Cambridge Council</p> |
| Conflicts of interest: | None known. |
| Comments: | <p>The following comments were received from Cllr Bick (Opposition Spokes, Liberal Democrats):</p> <ul style="list-style-type: none"> i. This broadly goes in the right direction. ii. Although the point is made that demand management measures alone will only suffice in the interim and that supply measures (as referred to in A1) will be needed to accommodate the anticipated growth, we would like to see this even more clearly emphasised in answers to the later questions. iii. It seems to us that it would be likely to assist WRE if our input could also map out the implications of growth and its timing in both our current local plan and our embryonic new local plan, in terms of phased demand management goals on the one hand and supply infrastructure on the other. It seems at present that the challenge is not properly calibrated into needed milestones of change and is still being conducted at a level of generality. <p>Comments were received from Cllr S Davies (Opposition Spokes, Green and Independent).</p> <ul style="list-style-type: none"> i. I would like the Council's response to be unequivocal about the fact is that "current levels of abstraction are causing environmental damage" (letter from the Environment Agency to Monical Hone, 7/8/2020 https://twitter.com/MonicaHone/status/1291720198312132615?s=20&t=EC4LxZyAJG6J2jNJCLoWrw) Hence, this is not an issue relating to some future period in time, this is with us already. ii. In this context, the description in the draft response that water "could be a potential 'show stopper' to economic and housing growth in Greater Cambridge" and the request that water supply "be put in place in a timely way to support growth" significantly |

underplay both the immediacy and the severity of the situation, as we are already in deficit.

- iii. I hope you recognise the depth of the concern felt by the Green & Independent group councillors about this issue.

The Planning Policy Manager, Jonathan Dixon, acknowledged the comments. In response to the comments a number of amendments were incorporated into the final response and agreed by the Executive Councillor for Planning Policy and Transport.

Agenda Item 11

CAMBRIDGE CITY COUNCIL

Record of Executive Decision

DEFRA CONSULTATION ON BIODIVERSITY NET GAIN

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| Decision of: | Councillor Thornburrow, Executive Councillor, Planning Policy and Transport |
| Reference: | 22/URGENCY/P&T/02 |
| Date of decision: | 11/02/22 Published on: 18/03/22 |
| Decision Type: | Non Key Decision |
| Matter for Decision: | Response to DEFRA consultation on Biodiversity Net Gain |
| Why the decision had to be made (and any alternative options): | DEFRA are carrying out consultation on Biodiversity Net Gain between 11 th January and 4 th April 2022 which the Council should respond to. |
| The Executive Councillor's decision(s): | To confirm that the consultation response set out in Appendix 1 of this decision should be made. Link to Appendix 1 can be viewed at the link below: https://democracy.cambridge.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13493 |
| Reasons for the decision: | To provide the views of Cambridge City Council and South Cambridgeshire District Council on the technical delivery options for Biodiversity Net Gain from November 2023. |
| Scrutiny consideration: | The Chair and Spokespersons of Planning and Transport Scrutiny Committee were consulted prior to the action being authorised. |
| Report: | A report detailing the background and financial considerations can be viewed at the link below: https://democracy.cambridge.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13493 |
| Conflicts of interest: | None identified |
| Comments: | No comments were received. |

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Agenda Item 12

CAMBRIDGE CITY COUNCIL

Record of Executive Decision

GREATER CAMBRIDGE HOUSING TRAJECTORY AND FIVE YEAR HOUSING LAND SUPPLY

Decision of: **Councillor Thornburrow**, Executive Councillor for Planning Policy and Transport

Reference: 22/URGENCY/P&T/03

Date of decision: 15 March 2022
Published on: 23/03/22

Decision Type: Non Key

Matter for Decision:

1. To agree the Greater Cambridge Housing Trajectory and Five-Year Housing Land Supply Report (see Appendix 1) to be published on the Councils' shared planning service website. The Greater Cambridge housing trajectory and five-year housing land supply calculations have been prepared jointly with South Cambridgeshire District Council, consistent with the adopted Local Plans.
2. To delegate any further minor editing changes to the Greater Cambridge Housing Trajectory and Five-Year Housing Land Supply Report to the Joint Director for Planning and Economic Development where they are technical matters.

Link to Appendix 1 can be found at the following link:
[mgappmh-01/ecCatDisplay.aspx?sched=doc&cat=13494&LO\\$=1](http://mgappmh-01/ecCatDisplay.aspx?sched=doc&cat=13494&LO$=1)

Why the decision had to be made (and any alternative options):

The Greater Cambridge housing trajectory is used by the Councils to calculate their five-year housing land supply and to demonstrate that anticipated housing delivery will meet or exceed the housing requirements set out in their Local Plans. The housing trajectory and five-year supply calculations are required to be updated annually. The next five-year period starts on 1 April 2022, and therefore calculations for this period (2022-2027) need to be agreed and published before this date.

An alternative option would be to not publish the Greater Cambridge Housing Trajectory and Five-Year Housing Land Supply Report. However, national planning policy and guidance requires that a local planning authority should identify and annually update their five-year supply of specific deliverable housing sites. A new housing trajectory is required to establish the Greater Cambridge five-year housing land supply for the purposes of making planning decisions.

The Executive Councillor's decision(s):

That the Executive Councillor for Planning Policy and Transport agrees:

- a. the Greater Cambridge Housing Trajectory and Five-Year Housing Land Supply Report (see Appendix 1) to be published on the Councils' shared planning service website.

- b. to delegate any further minor editing changes to the Greater Cambridge Housing Trajectory and Five-Year Housing Land Supply Report to the Joint Director for Planning and Economic Development where they are technical matters.

Link to Appendix 1 can be found at the following link:

[mgappmh-01/ecCatDisplay.aspx?sch=doc&cat=13494&\\$LO\\$=1](http://mgappmh-01/ecCatDisplay.aspx?sch=doc&cat=13494&LO=1)

Reasons for the decision:

The Greater Cambridge housing trajectory is used by the Councils to calculate their five-year housing land supply and to demonstrate that anticipated housing delivery will meet or exceed the housing requirements set out in their Local Plans. The housing trajectory and five-year supply calculations are required to be updated annually.

The next five-year period starts on 1 April 2022, and therefore calculations for this period (2022-2027) need to be agreed and published before this date.

Scrutiny consideration:

The Chair and Spokesperson of Planning and Transport Scrutiny Committee were consulted prior to the action being authorised.

Report:

The Greater Cambridge Housing Trajectory and Five-Year Housing Land Supply Report is attached.

Conflicts of interest:

None known.

Comments:

No adverse comments were received from the Chair and Opposition Spokes.

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| CAMBRIDGE WASTEWATER TREATMENT PLANT RELOCATION PHASE 3 CONSULTATION RESPONSE |
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| Decision of: | Councillor Katie Thornburrow, Executive Councillor for Planning Policy and Transport | | |
| Reference: | 22/URGENCY/P&T/04 | | |
| Date of decision: | 25 April 2022 | Published: | 11 May 2022 |
| Decision Type: | Non Key | | |
| Matter for Decision: | <p>The purpose of this decision is to confirm and approve the Council’s representation to Anglian Water’s forthcoming public consultation on the Cambridge Wastewater Treatment Plant Relocation (ReCWWTP) Phase 3 Consultation and the Development Consent Order (DCO) timeline.</p> <p>The consultation response has been prepared jointly with South Cambridgeshire District Council.</p> | | |
| Why the decision had to be made (and any alternative options): | <p>The submission of the consultation response is required by 27 April and the Consultation response letter should be agreed as soon as is possible.</p> | | |
| The Executive Councillor’s decision(s): | <p>That the Executive Councillor for Planning Policy and Transport agrees to:</p> <p>Approve the Council’s representation to Anglian Water’s forthcoming public consultation on the Cambridge Wastewater Treatment Plant Relocation (ReCWWTP) Phase 3 Consultation and the DCO timeline. As outlined in the Draft Consultation Response.</p> | | |
| Reasons for the decision: | <p>Anglian Water commenced their third consultation on the proposal between the 24th of February and the 27th of April 2022. This is the last of their statutory consultations prior to submission of a Development Consent Order application to the Secretary of State in September 2022.</p> <p>The recommendation is to support in principle the proposed works within South Cambridgeshire. There are however concerns raised about elements of the proposal, including traffic on local roads, the design approach, landscape mitigations, technological solution, potential odour impact, and connectivity to enable sustainable means of transport. The decommissioning of the existing plant also requires consideration.</p> | | |

This Officer recommendation is based on an assessment of the site constraints and characteristics and ongoing consultation with relevant technical officers.

**Scrutiny
consideration:**

The Chair and Spokesperson of Planning and Transport Scrutiny Committee were consulted prior to the action being authorised.

The Chair of the Committee (Councillor D Baigent) asked the following points which were addressed by the Joint Director of Planning and Economic Development:

- 1 Could the response be delayed until after the upcoming election?
2. Is there any purpose that the escaping gasses from the vents can be put to?

The Green and Independent Opposition Spokes (Cllr S Davies) made the following comments based firmly on the agreed Group principles of promoting environmental and social justice (the comments were received after the five-day consultation period)

1 There is no operational need to relocate the plant. Anglian Water have confirmed that the present plant was refurbished in 2014 to a level sufficient to meet the city's needs until 2050

2 The proposed new site is green belt and near to a site of Special Scientific Interest.

3 The reason for the relocation is therefore not intrinsic to the operation of WWTP but rather driven by the ambition to develop commercial and residential buildings on the vacated site.

4 Due to low levels of unemployment in Cambridge and the surrounding area, the jobs created will pull new residents in to the city rather than creating jobs for existing residents. It is proposed that more jobs will be created on the redeveloped site than housing capacity, thus exacerbating housing pressures in the city.

5 The resource implications of the relocation and subsequent redevelopment of the site are extremely concerning:

- the carbon emissions from the relocation cannot yet be quantified but will clearly be substantial
- Cambridge City Council's own research demonstrates that the area's water resources are insufficient to support the proposed new development
- although the new buildings on the vacated site are described as being sustainable, they will still generate additional carbon emissions and water use. It is irrelevant that the carbon emissions and water use may be less than the city's average. The carbon emissions and water use will still be additional to the city's current figures.

In conclusion, we are aware that this project has been an ambition of the city council for nearly 20 years. However, over that time, our understanding and awareness of the climate emergency has evolved considerably. We cannot go on ignoring the limitations on our resources. For these reasons, we cannot support the proposed relocation of the WWTP.

Report:

The draft consultation response can be found at the link below:
<https://democracy.cambridge.gov.uk/ecSDDisplay.aspx?NAME=SD1612&ID=1612&RPID=76358189>

Conflicts of interest:

None known.

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Agenda Item 14

CAMBRIDGE CITY COUNCIL

Record of Executive Decision

GREATER CAMBRIDGE BROWNFIELD REGISTER

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| Decision of: | Councillor Thornburrow , Executive Councillor for Planning Policy and Infrastructure | |
| | 22/URGENCY/HSC/07 | |
| Date of decision: | 06 June 2022 | Published on: 15 June 2022 |
| Decision Type: | Non Key | |
| Matter for Decision: | The purpose of this report is: <ul style="list-style-type: none">a. To agree the Greater Cambridge Brownfield Register 2021 to be published on the Greater Cambridge Shared Planning Service website. The register will comprise a spreadsheet (Appendix 1 of this decision) and accompanying spatial data which can be viewed at the link below: https://maps.3csharedservices.org/portal/apps/webappviewer/index.html?id=95743851db294ddf8c28b9ae81562136b. The Executive Member for Planning Policy and Delivery at South Cambridgeshire District Council is also being asked to agree the Greater Cambridge Brownfield Register 2021 via a parallel decision. | |
| Why the decision had to be made (and any alternative options): | Government requires all local planning authorities to publish a brownfield land register following specific guidance. The register should be updated annually. An 'out of committee' decision is being sought now to update as soon as practicable after last years' register was published. | |
| The Executive Councillor's decision(s): | That the Executive Councillor for Planning Policy and Infrastructure agrees: <ul style="list-style-type: none">a. The Greater Cambridge Brownfield Register 2021 to be published on the Greater Cambridge Shared Planning Service website. The register will comprise a spreadsheet (Appendix 1 of this decision) and accompanying spatial data. https://maps.3csharedservices.org/portal/apps/webappviewer/index.html?id=95743851db294ddf8c28b9ae81562136b. A parallel decision is being considered by South Cambridgeshire District Council and delegated authority is given to the Joint Director for Planning and Economic Development to agree any minor editing, or amendments to the response agreed by the City Council, that are consistent with the overall approach as set out in Appendix 1. | |

Reasons for the decision:

All local planning authorities are required to publish a brownfield land register. This is prescribed by the Town and Country Planning (Brownfield Land Register) Regulations 2017. Further guidance on the practicalities of doing so are set out in the government's Planning Practice Guidance.

Scrutiny consideration:

The Chair and Spokespersons of Planning and Transport Scrutiny Committee were consulted prior to the action being authorised.

Report:

The Greater Cambridge Brownfield Register is attached.

Conflicts of interest:

None known.

Comments:

No comments were received. .