



Item

Update on Greater Cambridge Partnership (GCP) Infrastructure Projects

To: Councillor Katie Thornburrow, Executive Councillor for Planning Policy and Infrastructure, Planning and Transport Scrutiny, 21 March 2023

Report by: Stephen Kelly, Joint Director for Planning and Economic Development

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Wards affected: All

1. Executive Summary

- 1.1 At the 17 January 2023 meeting of Planning and Transport Scrutiny meeting, it was confirmed that an update on the Greater Cambridge Partnership (GCP) main infrastructure access corridor projects would be provided at the 21 March 2023 meeting.
- 1.2 This report focuses on presenting an overview of the projects which the Director for Planning and Economic Development has delegation for, together with a high-level programme for these projects, to enable an opportunity for members to express their views to officers.
- 1.3 The GCP projects covered by the delegation are:
 - (i) Cambourne to Cambridge Rapid Transport Route (C2C) public transport corridor project.
 - (ii) Cambridge South-East Transport Route (CSET) public transport corridor project Phase 2.
 - (iii) Cambridge Eastern Access public transport corridor project.
 - (iv) Waterbeach to Cambridge public transport corridor project.
 - (v) Greater Cambridge Greenways (various routes)

2 Recommendations

2.1 The Executive Councillor is recommended to:

- (i) Note this update report in respect of the GCP projects identified in criteria (i) to (v) of Paragraph 1.3 above.

3 Background

Cambridge City and South Cambs Transport Strategy

- 3.1 The GCP strategy is driven by the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) which was adopted by Cambridgeshire County Council (CCC) in 2014 and supports the 2018 Cambridge City and South Cambridgeshire District Local Plans.
- 3.2 The strategy provides a detailed policy framework and programme of schemes for the Greater Cambridge area, consistent with the Cambridgeshire Local Transport Plan 2011-26. It also details the transport infrastructure and services necessary to deliver this growth

Legislative Context - Transport and Works Act order

- 3.3 Most of the GCP public transport corridor projects covered by the delegation will follow the Transport and Works (TWA) order for consent. This is the usual way of authorizing guided transport systems.
- 3.4 As the promoter of these corridor projects, Cambridgeshire County Council (CCC) will apply to the Secretary of State for a Transport and Works Act (TWA) order on behalf of GCP. The Department for Transport's (DfT) Transport Infrastructure Planning Unit (TIPIU) processes and issues decisions on applications under the TWA on behalf of the Secretary of State for Transport.
- 3.5 The making of a TWA order does not in itself confer planning permission for any development provided for in the order. However, when applying for an order, the applicant can also request the Secretary of State to deem the grant of planning permission by way of a direction under the Town and Country Planning Act.

- 3.6 CCC is expected to make a request for deemed planning permission with each TWAO order application, and a public inquiry is therefore likely to be part of that process. Based on current advice from the TIPU website, it may take up to six months before a public inquiry opens following formal submission of a TWA application. Once the Inspector's Report is issued, it may take a further six months for issue of the final decision by the Secretary of State.
- 3.7 Whilst GCP engages regularly with Greater Cambridge Shared Planning (GCSP), once a TWA order application is made, both Greater Cambridge councils would have an opportunity to be involved in the formal TWA order process. A local authority response can either be by objection or representation. If an objection is submitted, the local authority becomes a statutory objector with specific rights as part of the order process. If the objection is taken to public inquiry, a Statement of Case would be submitted that sets out the issues that are to be presented.
- 3.8 If the order is made and deemed planning permission granted, the Councils will take responsibility for discharging any planning conditions relevant within their administrative area.

4 Considerations - Project Updates

Cambourne to Cambridge Rapid Transport Route (C2C)

- 4.1 The C2C public transport corridor seeks to provide a bus way link between Cambourne and Grange Road in Cambridge via the new Bourn Airfield development and West Cambridge campus. The route will run predominantly on a new route with some sections on existing roads in Hardwick and West Cambridge. A maintenance and safety track will be provided alongside the off-road sections, enabling provision of an end-to-end pedestrian/cycleway which will run alongside the busway.
- 4.2 A new Travel Hub is also proposed off the A428/A1303 at Scotland Farm, Hardwick. It is proposed to have facilities for car and cycle parking and a building to provide a waiting room and toilet facilities.
- 4.3 The C2C project is currently at the advanced pre-application stage. At the September 2022 meeting of the GCP Executive Board, the findings of the public Environmental Impact Assessment (EIA) Consultation (which took place between May and July 2022) were noted. At that meeting, changes to the preferred route were also approved, together

with a request to CCC to approve the timeframe for submission of a TWA order.

- 4.4 It is anticipated that the details of the draft TWA order submission will be taken to a meeting of CCC’s Full Council on 28 March 2023, in order to seek a resolution to submit the application to DfT.
- 4.5 GCP has actively engaged with GCSP officers in respect of the C2C project over the last year. The GCSP Strategic Sites team provides regular input to the pre-application process, through the co-ordination of meetings with technical officers from across the service and the Councils. Engagement has taken place in relation to the EIA Scoping responses, including environmental topic specific workshops. Officers are also engaging with GCP in relation to the draft planning conditions.
- 4.6 The GCSP Planning Policy, Strategic and Economy team has also been involved in strategic level policy discussions with GCP, most notably in relation to Green Belt and Open Space/Recreation policy and assessments.
- 4.7 Key issues relate to the following:
 - Green Belt planning policy considerations.
 - Open Space/Recreation policy considerations.
 - Environmental mitigation, based on the effects reported in the Environmental Statement.

Stage	Date
Pre-submission discussions with GCSP	Ongoing
Submission of Final Order	Q1 2023/2024
Public Inquiry (if required)	Q4 2023
Secretary of State Decision	Q2/Q3 2024

Table: High Level Project Programme for C2C

Cambridge South-East Transport Route (CSET) (Phase 2)

- 4.8 Phase 2 of the Cambridge South-East Transport Route (CSET) scheme proposes a new dedicated busway and active travel route from Cambridge Biomedical Campus along the A1307 corridor to Haverhill via Sawston, Stapleford and Great Shelford. The proposals also include a new travel hub near the A11/A1307 junction, with cycling and walking connections to Babraham Research Campus and Granta Park.
- 4.9 The CSET Phase 2 project is currently at the early pre-application stage. The GCP Executive Board agreed the route and approved the submission of a TWA order in July 2021. However, the TWA order process has been delayed due to an application for a retirement care village at Stapleford along a small segment of the agreed route being granted planning permission on appeal in December 2021, following refusal of the planning application by South Cambridgeshire District Council.
- 4.10 The GCP identified as a solution minor deviation of the original route, to avoid the care village. A targeted public consultation on a minor segment of the CSET route at the site of the proposed care village at Stapleford was relaunched in August 2022. It is anticipated that the results of the consultation will be taken back to the GCP Executive Board for approval.
- 4.11 Whilst GCSP officers have had some historic dialogue with GCP in respect of this project, to date this has been limited. The GCSP Strategic Sites team is expecting to engage in more comprehensive pre-application dialogue with GCP later this year, once there is more certainty around the project programme.

Stage	Date
Pre-submission discussions with GCSP	Q1 2023/2024
Submission of Final Order	Q2 2023/2024
Public Inquiry (if required)	Q4 2023/2024
Decision	Q1/Q2 2024/2025

Table: High Level Project Programme for CSET (Phase 2)

Cambridge Eastern Access

- 4.12 The Cambridge Eastern Access corridor provides the main access into the city from the east. It consists of the A1134/A1303 Newmarket Road between Quay Interchange and Elizabeth Way and connects with the main strategic road network at A14 Junction 35. Newmarket Road Park and Ride is located approximately 500m west of the junction with Airport Way and is accessed off the A1303.
- 4.13 Phase 1 of the Eastern Access proposals seek to provide a safer and better route for walking, cycling and public transport, through improvements on Newmarket Road including the provision of improved footways, crossings, segregated cycle tracks, bus lanes and junction improvements.
- 4.14 This phase of the proposals also includes relocating and expanding the Newmarket Road Park and Ride site to a larger site from the existing one (which is on a time limited lease). The existing site forms part of the Cambridge Airport development area, one of the most sustainable strategic scale locations for development, as identified in the emerging Greater Cambridge Local Plan.
- 4.15 The development proposed as part of Cambridge Eastern Access Phase 1 along Newmarket Road falls within existing Highway Land and would be deliverable under Permitted Development rights. This process, along with a screening request to CCC under the EIA Regulations 2017 (and which confirmed that the work is not EIA development) has been the subject of discussion between officers from CCC, GCP and GCSP.
- 4.16 Phase 1 of the Cambridge Eastern Access corridor project is at an advanced pre-application stage. Two previous consultations have taken place. In 2020, GCP consulted on short term improvements to walking, cycling and public transport on Newmarket Road; longer term improvements to public transport around the Cambridge Airport site; and upgrades to the Cambridge to Newmarket railway line. In 2021, a consultation took place on options for improving walking, cycling and public transport on Newmarket Road, and the potential relocation of Newmarket Road Park and Ride.
- 4.17 At the time of writing this report, GCP is undertaking a further consultation on the Phase 1 proposals, which runs until 20 March 2023. The focus of this consultation is on improvements to Newmarket Road to make walking and cycling safer, easier and inclusive for all road users.

Feedback is also being sought on the preferred site for a relocated Park and Ride.

4.18 GCP has actively undertaken pre-application engagement with GCSP officers in respect of the Phase 1 proposals since the autumn of 2022.

4.19 Key issues relate to the following:

- Green Belt planning policy considerations.
- Design issues.
- Impact on existing trees, landscape character and biodiversity.
- Sustainability – carbon emissions impact.
- Interaction with adjacent development, including East Barnwell regeneration and Marleigh.

4.20 Officers are expecting to engage with GCP in further pre-application dialogue as the project advances.

Stage	Date
Pre-submission discussions with GCSP	Ongoing
Submission of detailed designs to CCC	Q3 2023
Confirmation of Permitted Development status	Q4 2023

Table: High Level Project Programme for Cambridge Eastern Access (Phase 1)

4.21 Consent for the relocated Park and Ride is anticipated to fall under County Council responsibilities under Regulation 3 of the Town and Country Planning Regulations. A full programme for that process will be developed once the GCP Executive Board has agreed a location for that site.

4.22 Consent for Phase B of Cambridge Eastern Access which comprises a busway from the Park and Ride towards the City Centre will be incorporated into the proposals for the Cambridge Airport site, and is anticipated to be delivered by the developer.

Waterbeach to Cambridge

4.23 The Waterbeach to Cambridge project is considering options for improvements to infrastructure to ensure that planned employment and

housing growth (such as Waterbeach New Town), can be accommodated without increasing levels of traffic in Cambridge.

- 4.24 The Waterbeach to Cambridge A10 corridor is one of the key radial routes into Cambridge. The corridor provides the main access into the city from the north-east and consists of the single carriageway A10 between Waterbeach and main strategic road network at Junction 33, Milton Interchange on the A14.
- 4.25 The Waterbeach to Cambridge project is currently at the early pre-application stage. At the time of writing this report, the GCP is consulting on the preferred route options for the Waterbeach to Cambridge busway, including active travel provision, and the location for a new Park and Ride at Waterbeach. This consultation will run until 24 March 2023. It is anticipated that the results of the consultation will be taken back to the GCP Executive Board for approval.
- 4.26 The GCSP Strategic Sites team is expecting to provide input into the TWAO pre-application process for the Waterbeach to Cambridge project later this year, once more certainty around the TWA order programme is known. This will include co-ordination on technical input into the Environmental Statement and the draft planning conditions.

Stage	Date
Pre-submission discussions with GCSP	Q4 2023/2024
Submission of Final Order	TBC
Public Inquiry (if required)	TBC
Decision	TBC

Table: High Level Project Programme for Waterbeach to Cambridge

5 Greater Cambridge Greenways (various routes)

- 5.1 The Greater Cambridge Greenways is a new network of twelve walking, cycling and equestrian routes that link up towns and villages with Cambridge. They will follow off-road paths, run along streets or provide facilities alongside busier roads. The routes will link up with other Cambridge projects such as the Chisholm Trail.
- 5.2 The Greenways project are at different stages. At the time of writing this report, a public engagement on the Swaffhams and Bottisham

Greenways is underway, relating to design work. In addition, a public poll is live, relating to signage across the Greenways routes.

- 5.3 The majority of the work relating to the Greenways will be permitted development, and not require planning permission. Planning applications that are required will be submitted to CCC with GCSP as a consultee. Notwithstanding this, GCSP officers have been actively involved in dialogue with GCP to provide advice in respect of technical issues. Work is also ongoing to support the underpinning of strategies behind the wider Greenways project.

Stage	Date
Pre-application design review	Q1 and Q2 2023
Delivery	2023 - 2025

Table: High Level Project Programme for Greater Cambridge Greenways Project.

6 Implications

a) Financial Implications

- 6.1 The consideration of and support to the Council in responding to these significant infrastructure projects forms part of the existing funding and responsibilities of the Shared Planning Service. In line with best practice and reflecting the complex technical nature of proposals such as this and the level of specialist engagement required, the Shared Planning Service has entered into a PPA with GCP and CCC to programme and, where required, fund specialist resources to support the Councils consideration and response to projects. In addition, the Council would expect to secure expert legal advice to ensure effective representation at any forthcoming TWA order public inquiry. The cost of and need for such advice has been considered in the service's budget insofar as it is possible to do so at this stage. This report raises no implications for the cost of delivery of that response.

b) Staffing Implications

- 6.2 There are no direct staffing implications arising from this report. A number of officers across this Council and South Cambridgeshire District Councils will contribute to the preparation of the Council responses to the formal TWA order applications and will be required to support the

presentation of the Councils case at the examination in due course. This resource has been considered in the programming of other work across the Shared Planning Service and will be monitored on a regular basis.

c) Equality and Poverty Implications

- 6.3 An Equality Impact Assessment (EQIA) has not been undertaken in respect of this report, as it does not relate to a decision for or against any infrastructure proposal – upon which the Council expects equalities and poverty implications to have been assessed by the promoter. Any TWAO or County application itself will include a comprehensive assessment of the schemes impacts and officers will, in forming a response, have regard to the impact of the project on the Councils equalities objectives. The report is accordingly not considered to give rise to any equality or poverty impacts.

d) Net Zero Carbon, Climate Change and Environmental Implications

- 6.4 See above. The effect of the development on the Councils ambitions for Net Zero and Biodiversity will form a key part of the assessment process that will begin formally upon submission of the TWA order. This report is not considered to have any direct environmental implications.

e) Community Safety Implications

- 6.5 None.

7 Consultation and communication considerations

- 6.1 This report relates to matters on the way that the Council responds to proposals for infrastructure.

8 Background papers

- 7.1 Background papers used in the preparation of this report:

- Report to Planning and Transport Scrutiny Committee meeting 17 January 2023 – Officer Briefing on Major Infrastructure Projects Covered by Officer Delegation ([Public Pack](#))[Agenda Document for Planning and Transport Scrutiny Committee, 17/01/2023 17:30 \(cambridge.gov.uk\)](#)

- Report to Planning and Transport Scrutiny Committee meeting 04 October 2022 – Officer Delegations for Infrastructure Projects [Public reports pack 04102022 1730 Planning and Transport Scrutiny Committee.pdf](#)

9 Appendices

(None)

10 Inspection of papers

9.1 To inspect the background papers or if you have a query on the report please contact Philippa Kelly philippa.kelly@greatercambridgeplanning.org