

## CAMBOURNE PARISH COUNCIL

District of South Cambridgeshire

Council Meeting 6th October 2015

### **LDF & CITY DEAL**

#### **14.1 Local Plan Examination Progress Update**

To receive correspondence

#### **14.2 City Deal Consultation Cambourne to Cambridge – Better Bus Routes**

To receive correspondence

#### **14.3 Better City Deal's proposal for the Girton Interchange**

To receive correspondence

#### **14.4 CambridgeBOLD**

To receive correspondence

Please note that copies of the Cambridge BOLD proposal document are available in the Parish Office.

#### **14.5 Correspondence from Cllr Des O'Brien regarding a joint letter.**

To consider the signing of a joint letter regarding proposed development at Bourn Airfield.

# AGENDA ITEM No. 14. (

## LOCAL PLAN EXAMINATIONS CAMBRIDGE CITY and SOUTH CAMBRIDGESHIRE

INSPECTOR: Laura Graham BSc MA MRTPI  
ASSISTANT INSPECTOR: Alan Wood MSc FRICS  
PROGRAMME OFFICER: Gloria Alexander  
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Our Ref: CCC/SCDC/Insp/Prelim4  
Your Ref:

10 September 2015

Mrs S Saunders  
Planning Policy Manager  
Cambridge City Council

Mrs C Hunt  
Planning Policy Manager  
South Cambridgeshire District Council

Dear Mrs Saunders and Mrs Hunt

### **Local Plan Examinations Cambridge City Local Plan and South Cambridgeshire District Local Plan**

Thank you for your letter of 1 September 2015. The Inspector's response follows.

In relation to the principle of the use of a joint housing trajectory you will be aware that Planning Policy Guidance Ref 010 2a-010-20140306 advises: *Where there is a joint plan, housing requirements and the need to identify a five year supply of sites can apply across the joint plan area. The approach being taken should be set out clearly in the plan.* As you have not produced a joint plan this guidance does not apply.

I will need, therefore, to consider whether the approach of a joint housing trajectory will deliver sustainable development in accordance with the national Planning Policy Framework, bearing in mind the particular circumstances of the two Local Plans. As you point out the joint housing trajectory is a response to the development strategy of the two plans, which is a matter you have agreed to revisit during the suspension of the examinations, including the preparation of an Addendum to the Sustainability Appraisal. The judgment in the case of Cogent Land LLP v Rochford District Council was referred to at the hearings and consequently you will be aware of the importance of ensuring that the Addendum is not undertaken as an exercise to justify a predetermined strategy.

For these reasons, I do not consider it would be appropriate to reach any conclusions on the principle of a joint housing strategy in advance of knowing the outcome of the work you are currently undertaking. Furthermore, as you accept, a decision on the joint housing strategy would not resolve the issues surrounding the calculation of a five year housing land supply so it is difficult to understand how it would be of particular assistance with current development management decisions where housing land supply issues are involved.

Turning to the issue of the CIL examinations, I am content to reconsider this issue in the light of changing circumstances but, for the reasons given in our previous letter, it appears unlikely that we will be able to proceed with the CIL examinations during the suspension of the local plan examinations. In addition, for a variety of practical reasons, including other work commitments that Mr Wood and I will be required to undertake, it will not be possible to undertake the CIL hearings at short notice.

*Laura Graham*  
Inspector

Please do not hesitate to contact me if you have any queries.

Yours sincerely,

*Gloria Alexander*  
Gloria Alexander  
Programme Officer

# AGENDA ITEM No. 14.1.

**Liz Pinchen**

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**From:** LDF <LDF.LDF@scambbs.gov.uk>  
**Sent:** 28 September 2015 15:25  
**To:** LDF  
**Subject:** Local Plan Examination - Progress Update  
**Attachments:** Update Letter to Inspectors 280915.pdf; Untitled attachment 00454.txt; Untitled attachment 00457.htm

Dear Parish Councils

The various work streams to complete the work required by the Local Plan Inspectors have all made good progress (Market Signals, Green Belt, Transport, Sustainability, Infrastructure, and Viability). It had been expected that this work would come together in time to allow Member consideration in October before public consultation in November and December 2015. Whilst the work is well advanced it has taken more time than expected, particularly due to the interdependency and complexity of the work streams and it will not all be available in time to inform decision making at an October cycle of meetings.

Officers have examined all possible options and suggest that the outcome of the work streams are reported to members in November before public consultation between 2<sup>nd</sup> December and 25<sup>th</sup> January. This would not impact on the overall timetable and we would still be able to submit the work to the Inspectors in late March 2016.

On this basis the timetable of meetings will be as follows:

## 2015 Meetings

- Respective Meetings Tuesday 17 November – Joint Strategic Transport & Spatial Planning Group (am), SCDC Portfolio Holder Meeting (2pm), Cambridge Development Plan Scrutiny Sub Committee (5.30 or 6pm start).
- Council Monday 30 November – CCC (6pm usual start time) & SCDC (6pm).

The meetings in 2015 will consider key findings from the six work streams, any consequent modifications to the Local Plans, and agree a programme of consultation to take place over December 2015 and January 2016. The consultations would be about the proposed modifications and also any previously agreed major modifications that have not already been consulted upon.

## 2016 Meetings

- Respective Meetings Monday 14 March 2016 – Joint Strategic Transport & Spatial Planning Group (a.m.), SCDC Portfolio Holder Meeting (2pm), Cambridge Development Plan Scrutiny Sub Committee (5.30 or 6pm start).
- Council Wednesday 23 March 2016 - CCC (6pm usual start time) and SCDC (am or pm tbc)

The meetings in early 2016 will consider the outcome of consultation and agree the plan modifications to be submitted to the Inspectors along with the updated evidence. The Inspectors will then be requested to reopen the Local Plan examinations.

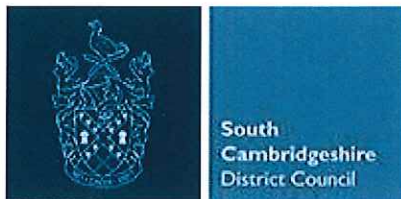
The Councils have provided the attached progress update to the Inspectors and as usual, the Council's website will be updated to reflect this: [www.scambbs.gov.uk/local-plan-examination](http://www.scambbs.gov.uk/local-plan-examination).

Please do not hesitate to contact us if you have any queries.

King regards

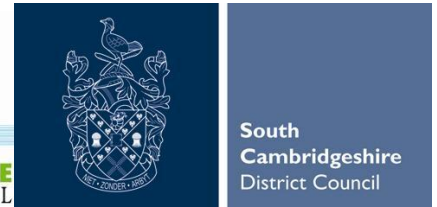
Caroline

**Caroline Hunt** | Planning Policy Manager



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c/o Gloria Alexander  
Programme Officer  
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28 September 2015

Dear Miss Graham and Mr Wood

### **Cambridge Local Plan and South Cambridgeshire Local Plan: Update on Progress of Further Work**

In our letter dated 30 June 2015, the Councils outlined the different and inter-related workstreams necessary to address your concerns and committed to monitoring progress at key stages including providing you with updates via the Programme Officer.

The Councils are pleased to report that the various workstreams (Objectively Assessed Need for housing, Green Belt, Transport Modelling, Sustainability Appraisal, Infrastructure and Viability) are progressing well. The specifications for the work are included for information in Appendix 1, which also sets out the external consultants appointed by the Councils to undertake the further work.

Whilst the work is well advanced, it has taken slightly longer than anticipated. However, at this stage, we do not consider that this will impact on the overall timetable and our intention remains to submit the further work to you in March 2016.

Reports for councillors to consider the further work are programmed for November, with public consultation planned to take place between December 2015 and January 2016. This includes three weeks prior to Christmas and three weeks afterwards, excluding the Christmas period. The confirmed timetable is set out below:

<b>Stage</b>	<b>Date</b>
Council meetings to consider further work and any proposed modifications.	November 2015
Joint public consultation	3 weeks in December 2015 (2/12 – 23/12) 3 weeks in January 2016 (4/1 – 25/1)
Consider public consultation responses and submission of further work and associated modifications to Inspectors for consideration.	March 2016

The Councils have moved forward as swiftly as possible in order to progress matters and consider it is important to ensure that the further work currently being undertaken is robust and comprehensive.

Please do not hesitate to contact us, if you have any queries.

Yours sincerely

*Sara Saunders*

*Caroline Hunt*

**Sara Saunders**  
Planning Policy Manager  
Cambridge City Council

**Caroline Hunt**  
Planning Policy Manager  
South Cambridgeshire District Council

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# Cambridge Local Plan and South Cambridgeshire Local Plan Examinations

## Appendix 1: Specifications for Further Work

The following specifications for the Councils' workstreams are enclosed for information. The table below also indicates the external consultants appointed by the Councils to undertake the further work.

<b>Project</b>		<b>Consultant appointed</b>
1.	Objectively Assessed Need for Housing	Peter Brett Associates
2.	Inner Green Belt Boundary Study	LDA Design
3.	Transport	Atkins
4.	Infrastructure Delivery Study	Peter Brett Associates
5.	Viability	Dixon Searle
6.	Sustainability Appraisal	Ramboll Environ

Please note that consideration of the Written Ministerial Statements is being undertaken by the Councils.





## **Cambridge and South Cambridgeshire Local Plans: Objectively Assessed Needs for Housing**

### **1. Specification**

- 1.1 The Councils are seeking a contractor to carry out additional work on assessing housing need to support the Councils' Local Plans. The appointed contractor will be required to take account of the Cambridge Sub Region Strategic Housing Market Assessment (SHMA) and supporting Technical Report previously produced by the seven Councils in the Housing Market Area with the Joint Strategic Planning Unit and Cambridgeshire County Council's Research Group. The work required is focusing specifically on market signals, in particular affordability, and the likely outcomes of an upward revision in housing numbers on the provision of affordable housing.

### **2. Background**

- 2.1 Since March 2011, Cambridge City Council and South Cambridgeshire District Council have been preparing new Local Plans for the period to 2031. The current Cambridge Local Plan was adopted in 2006 and the South Cambridgeshire Local Development Framework was adopted between 2007 – 2010.
- 2.2 The Councils have a long history of joint working, through the preparation of structure plans, regional plans, existing plans and joint Area Action Plans. In particular, there is a close functional relationship between Cambridge and South Cambridgeshire, reflecting the closely drawn city boundary and its rural surroundings. Furthermore, the interdependencies between the two administrative areas are well established through the location of key employment sites, patterns of travel to work and access to services and facilities.
- 2.3 The Cambridge Sub Region SHMA and supporting Technical Report looked at housing need across the Housing Market Area (extending beyond Cambridge and South Cambridgeshire) and identified objectively assessed need for Cambridge and South Cambridgeshire of 14,000 and 19,000 respectively. The SHMA and Technical Report were produced in-house by officers from Cambridgeshire County Council's Research Team, the constituent local authorities in the Housing Market Area, and the Joint Strategic Planning Unit for Cambridgeshire and Peterborough.
- 2.4 The Planning Practice Guidance was issued by the Government in March 2014, the same month in which the plans were submitted for independent examination.
- 2.5 The Councils submitted the new Local Plans for examination on 28 March 2014, with Laura Graham BSc MA MRTPI being appointed as the Inspector for both Plans and Alan Wood MSc FRICS appointed as the Assistant Inspector.
- 2.6 The first hearing sessions took place in November 2014. These covered various joint matters that have a bearing on both plans, including Housing Need. Examination sessions continued until April 2015. The session on housing needs took place during the week commencing 11 November 2014. The main focus of debate over the day and a half was whether the figures of 14,000 new homes in Cambridge and 19,000 new homes in South Cambridgeshire identified in the SHMA are appropriate. The Council maintained that these figures are justified, and highlighted that the SHMA has already been endorsed in respect of the Fenland and East Cambridgeshire Local

Plans, whilst other participants argued for substantially higher housing figures for both Cambridge and South Cambridgeshire and particularly focused on affordability of housing. The Councils also explained the population led methodology taking account of economic forecasts and the resulting lift against household forecasts.

- 2.7 On 20 May 2015, the Inspectors wrote to both Councils with their preliminary conclusions on some of the matters that were considered at the hearing sessions. The Inspectors' letter can be found [here](#) and the relevant comments concerning Housing Need are reproduced below.

*“Objectively assessed need for new housing*

*The SHMA methodology for assessing the need for new housing is not entirely consistent with Planning Practice Guidance, as it does not use national household populations as the starting point for the assessment. However, the Councils have explained that the national household projections for the Cambridge area are implausibly low due to the migration methodology used. A number of representors have concurred with this view, even though they may not agree with the final figures in the SHMA assessment (14,000 new homes in Cambridge City and 19,000 in South Cambridgeshire). Alternative assessments of need, using different methodologies, have been promoted by some representors and these indicate that the level of need may be around 43,000 new homes across the two authorities. Planning Practice Guidance notes that no single approach will provide a definitive answer. In these circumstances, it may be concluded that the SHMA Assessment is at the lower end of the likely range of possible levels of need to 2031. However we are concerned, in particular, that the Councils approach to the establishment of the full objectively assessed need has not fully taken into account the advice in the Planning Practice Guidance regarding market signals, particularly in relation to affordability.*

*From the discussion at the hearing, it seems to be generally accepted that there is a chronic shortage of affordable housing in Cambridge, even taking into account the Councils' recent updating of the SHMA following the review of the housing registers. There is no evidence before us that the Councils have carried out the kind of assessment of market signals envisaged in the Guidance; or considered whether an upward adjustment to planned housing numbers would be appropriate. It is not, in our view, adequate simply to express doubts as to whether such an upward adjustment would achieve an increase in the provision of affordable housing (which appeared to be the approach taken by the Councils at the hearing), or to suggest, as in the Councils' Matter 3 Statement, that this could only be tackled across the HMA, rather than in individual districts. There should be clear evidence that the Councils have fully considered the implications and likely outcomes of an upward revision in housing numbers on the provision of affordable housing.*

*The DCLG 2012-based household projections were published in late February 2015 after the relevant hearing had taken place and notwithstanding the comments in your Matter 3 statement that these projections would not have any implications for objectively assessed housing need, we are asking you to consider whether the 2012 based household projections suggest a different level of need and if so, how big is the difference and does it indicate that further modifications should be made to the Plans. We will also be seeking the views of those who made relevant representations on this issue.”*

### **3. Project Scope**

- 3.1 The Councils are seeking to appoint a contractor to support them in responding to the issues concerning objectively assessed need set out in the Inspectors' letter. The required response appears to fall into three specific areas, as they relate to Cambridge and South Cambridgeshire, as follows:
- 1) To fully take into account the advice in the Planning Practice Guidance regarding market signals, particularly in relation to affordability;
  - 2) To carry out an assessment of market signals envisioned in the Guidance and to apply that guidance with a view to demonstrating that the Councils have fully considered the implications and likely outcomes of an upward revision in housing numbers on the provision of affordable housing; and
  - 3) To consider whether the 2012 based household projections suggest a different level of need and if so, how big is the difference and does it indicate that further modifications should be made to the Plans.
- 3.2 In light of the above, the appointed contractor will advise whether any adjustment in the current identified housing requirement for Cambridge and South Cambridgeshire is necessary. In responding to these issues, the appointed contractor will be required to work with the existing evidence base developed for the Local Plans. A systematic and thorough approach will be necessary which takes account of the existing work, the requirements of national guidance in the National Planning Policy Framework and the Planning Practice Guidance and an appreciation of the views of representors in relation to the issues raised by the Inspectors.
- 3.3 The Councils and their partners will provide necessary background material and briefing to enable this work to be undertaken in an effective and efficient manner.
- 3.4 The Councils are seeking to work with a contractor who can demonstrate a high level of knowledge and practical experience of undertaking objective assessments of housing need in accordance with national guidance. In particular, this must include knowledge and practical application of the Planning Practice Guidance requirements on market signals and affordable housing, including a thorough understanding of how these have been assessed by local authorities and Inspectors elsewhere in the country.
- 3.5 It is likely that the issues raised by the Inspectors will need to be considered at further Local Plan Examination hearing sessions. Consequently, the appointed contractor must be able to demonstrate a proven track record of effective and authoritative representation on behalf of local authorities on these issues at Local Plan examinations and agree to so represent the Councils regarding the findings of this work. The price of such representation to be included in the quote as an item.
- 3.6 This work forms part of the plan making process for the Councils' Local Plans. The contractor must demonstrate in writing that they have no conflicts of interest in respect of work on the effect of market signals and affordable housing delivery on the Objectively Assessed Need for Housing in the Greater Cambridge area.

### **4. Objectives**

- 4.1 The objectives for this work are to:
- Address the specific issues raised in the Inspectors' letter on the objectively assessed need for new housing in each of the two Councils' Local Plans;

- Demonstrate clearly how the relevant requirements of the National Planning Policy Framework and Planning Practice Guidance have been taken into account; and
- Justify any recommended consequential changes to the established objectively assessed need figures based on evidence and a clear methodology.

## **5. Working Arrangements and Timescales**

- 5.1 This work has dependencies with other work the authorities have been asked to undertake by the Inspectors.
- 5.2 The overall programme needs to be delivered to a timetable agreed with the Inspectors. The necessary work to address the Objectively Assessed Need for Housing issues raised by the Inspectors is a discrete, self-contained project that needs to be delivered in a relatively quick timeframe.
- 5.3 Accordingly, the Councils require a final report to be completed by September – October 2015.
- 5.4 The consultants will be expected to work closely with the Councils and to provide a single point of contact.
- 5.5 The consultant will keep the Councils informed at all stages of the work and should provide a regular flow of information on the progress of the project against the timetable, any issues or difficulties arising, and proposals for their resolution, including details of their effect on the timetable.
- 5.6 Consultants should confirm that there would be no current, potential or perceived conflict of interest in their carrying out the work. If there are any such conflicts now or any arise at a point before or during the commencement of the work, the consultants must explain what safeguards would be put in place to mitigate the risks of conflict of interest.

## **Cambridge and South Cambridgeshire Local Plans: Inner Green Belt Boundary Study**

### **1. Specification**

- 1.1 The Inspectors examining the Cambridge and South Cambridgeshire Local Plans have raised concerns about the methodology employed in the Green Belt Review. In order to address these concerns, Cambridge City Council and South Cambridgeshire District Council (the Councils) are seeking a contractor to carry out an independent assessment of the Inner Green Belt Boundary in relation to the purposes of the Cambridge Green Belt.
- 1.2 The objective for this work is to specifically address the concerns about the Green Belt methodology raised in the Inspectors' preliminary conclusions letter.
- 1.3 This work will form part of a wider joint strategic work programme, the purpose of which will be to address concerns raised by the Inspectors examining the Local Plans in their letter of 20 May 2015. This will inform the ongoing examination of the Cambridge and South Cambridgeshire Local Plans.
- 1.4 This brief outlines the Councils' specification for the work.

### **2. Background**

- 2.1 Since March 2011, Cambridge City Council and South Cambridgeshire District Council have been preparing new Local Plans for the period to 2031. The current Cambridge Local Plan was adopted in 2006 and the South Cambridgeshire Local Development Framework was adopted between 2007 and 2010.
- 2.2 The Councils have a long history of joint working, through the preparation of structure plans, regional plans, existing plans and joint area action plans. In particular, there is a close functional relationship between Cambridge and South Cambridgeshire, reflecting the closely drawn city boundary and its rural surroundings. Furthermore, the interdependencies between the two administrative areas are well established through the location of key employment sites, patterns of travel to work and access to services and facilities.
- 2.3 The Councils submitted the new Local Plans for examination on 28 March 2014, with Laura Graham BSc MA MRTPI being appointed as the Inspector for both Plans and Alan Wood MSc FRICS appointed as the Assistant Inspector.
- 2.4 Joint hearing sessions took place between November 2014 and April 2015. These covered various strategic matters that have a bearing on both plans, including Green Belt. The session on Green Belt took place during the week commencing 9 February 2015 (Matter 6). During the debate:
  - Promoters of large sites on the edge of Cambridge challenged the robustness of the Councils' joint Inner Green Belt Boundary Study 2012 and the methodology used, arguing that their various preferred approaches were more appropriate and that much larger areas of land could be released from the Cambridge Green Belt and allocated for development without significant harm. They considered that the level of need for jobs and homes and the sustainability merits of land on the edge of Cambridge comprised exceptional circumstances for reviewing the Green Belt.
  - Several local environmental groups and local residents argued that there were no exceptional circumstances for releasing land from the Green Belt, questioning the

purposes of the Cambridge Green Belt included in both Councils' Local Plans. They considered that even the smaller allocations included in the Local Plans should be deleted.

- Council officers affirmed that the need for jobs and homes do comprise exceptional circumstances to review the Green Belt but only so far as this would not cause significant harm to the purposes of the Cambridge Green Belt. They maintained that the Green Belt purposes included in the Plans are appropriate in the context of its role in protecting the setting and character of Cambridge as an historic town, carrying these purposes forward from earlier plans where they were supported by independent Inspectors.

- 2.5 On 20 May 2015, the Inspectors wrote to both Councils with their preliminary conclusions on some of the matters that were considered at the hearing sessions. The Inspectors' letter can be found [here](#) and the relevant paragraphs concerning the Green Belt in relation to this specification are reproduced below:

*The National Planning Policy Framework affords a high degree of protection to the Green Belt. The letter from Nick Boles MP to Sir Michael Pitt dated 3 March 2014 notes that it has always been the case that a local authority could adjust a Green Belt boundary through a review of the Local Plan. The letter goes on to state that it must always be transparently clear that it is the local authority itself which has chosen this path. In the case of Cambridge City and South Cambridgeshire District the two authorities have individually and jointly undertaken a review of the inner Green Belt boundary during the course of plan preparation and concluded that a very small number of sites should be released to meet housing and employment needs.*

*A number of respondents have questioned the methodology employed in the Green Belt Review and we have found it difficult, in some cases, to understand how the assessment of 'importance to Green Belt' has been derived from the underlying assessments of importance to setting, character and separation. For example, sector 8.1 is given a score of 'high' with regard to importance to setting, and 'medium' with regard to importance to both character and separation, but the importance to Green Belt is then scored as 'very high'. Sector 8.2 is given a score of 'low' for importance to both setting and character, and 'negligible' in relation to separation but yet is given an overall score of 'medium'. These areas are referenced only as examples of the methodology, not as any indication that we consider that they are suitable for development.*

- 2.6 The Inspectors' letter raises other issues in relation to the Green Belt, the weight attributed to it and how it is addressed in the SA/SEA process. The assessment of Green Belt in the context of paragraphs 84 and 85 of the National Planning Policy Framework is a matter outwith the scope of this specification.

### **3. The Cambridge Green Belt**

- 3.1 The Green Belt surrounding Cambridge has been in place since the 1950s. The current development strategy for the Cambridge area stems as far back as 1999, with the work undertaken by Cambridge Futures and the recognition that a change in approach was required in order to redress the imbalance between homes and jobs in and close to Cambridge, and provide for the long term growth of Cambridge University and Addenbrooke's Hospital whilst minimising increases in congestion on radial routes into the city. The strategy makes provision for development within Cambridge or as sustainable extensions to the urban area, at the new town of Northstowe (linked to the Cambridgeshire guided busway), and at the most sustainable rural settlements. The Cambridgeshire and Peterborough Structure Plan 2003 also identified the ring of

market towns around Cambridge that lie beyond South Cambridgeshire as having a role in the sequence.

- 3.2 The Cambridgeshire and Peterborough Structure Plan 2003 identified broad locations to be released from the Green Belt and detailed site boundaries for Green Belt releases were established through the Cambridge Local Plan 2006, the South Cambridgeshire Local Development Framework, and the joint Area Action Plans for North West Cambridge and Cambridge East. All of these plans were subject to extensive periods of public consultation and examination by a Planning Inspector.
- 3.3 In order to feed into this process, three studies were undertaken of the Green Belt surrounding Cambridge to enable land to be assessed and then as appropriate released for development. The first was the Cambridge Sub Region Study 2001 prepared by Colin Buchanan and Partners as lead consultants for the Regional Planning Conference which informed the Structure Plan. This was followed by Cambridge City Council's Inner Green Belt Boundary Study (2002) and South Cambridgeshire District Council's Cambridge Green Belt Study prepared by LDA (September 2002).
- 3.4 As part of preparing the new Local Plans, the Councils considered that, despite the relatively recent comprehensive review of the Green Belt in 2001/2002 that informed the last round of plan making, it was appropriate to test whether there were any further areas of land that could be considered for removal from the Green Belt. The 2012 Inner Green Belt Boundary Study prepared jointly by both Councils specifically considered zones of land immediately adjacent to Cambridge in terms of the purposes of the Green Belt. The methodology used in the Study generally followed that used in the earlier 2002 Inner Green Boundary Study. The approach taken in both the 2002 and 2012 Inner Green Belt Boundary studies was to gather and assess the base data related to the land, i.e. the topography, location in relation to existing development and urban edge, distance and relation with the historic core, etc. and then to assess the land against the purposes of the Cambridge Green Belt.
- 3.5 Following criticism during the hearing sessions and having regard to the Inspectors' letter, the Councils are taking this opportunity to commission an independent assessment of the Inner Green Belt Boundary in relation to the purposes of the Cambridge Green Belt.

#### **4. Project Scope**

- 4.1 The Councils are seeking support in responding to the issues concerning the Cambridge Green Belt as set out in the Inspectors' letter and in representations. The required work falls into the following areas:
  1. To undertake assessment of the Inner Green Belt Boundary and set out the methodology used;
  2. To review the methodologies put forward by objectors in relation to the inner Green Belt boundary;
- 4.2 The work should provide a robust, transparent and clear understanding of how the land in the Cambridge Green Belt performs against the purposes of the Cambridge Green Belt. It is considered that assessment will involve both desk-based analysis and site visits.
- 4.3 A systematic and thorough approach will be necessary which takes account of the requirements of national guidance in the National Planning Policy Framework and has



an understanding of the views of representors in relation to the issues raised by the Inspectors.

- 4.4 The Councils will provide necessary background material and briefing to enable this work to be undertaken in an effective and efficient manner.
- 4.5 The Councils are seeking to work with a contractor who can demonstrate a high level of knowledge and practical experience of undertaking Green Belt assessment.
- 4.6 It is possible that the issues raised by the Inspectors will need to be considered at further hearing sessions. Consequently, the appointed contractor must be able to demonstrate a proven track record of effective and authoritative representation on behalf of local authorities on these issues at Local Plan examination and agree to so represent the Councils regarding the findings of this work. The price of such representation will be included in the quote as an item.

## **5. Requirements**

- 5.1 The Councils require the findings of the work to be included in a concise, clearly written report. This will include necessary illustrative material.

## **6. Working Arrangements and Timescales**

- 6.1 This work has dependencies with other work the authorities have been asked to undertake by the Inspectors.
- 6.2 The overall programme needs to be delivered to a timetable agreed with the Inspectors. The necessary work to address the Green Belt issues raised by the Inspectors is a discrete, self-contained project that needs to be delivered in a relatively quick timeframe. The work is to be largely completed between July – September 2015.
- 6.3 Accordingly, the Councils require a final report to be completed by September – October 2015.
- 6.4 The consultants will be expected to work closely with the Councils and to provide a single point of contact.
- 6.5 The consultant will keep the Councils informed at all stages of the work and should provide a regular flow of information on the progress of the project against the timetable, any issues or difficulties arising, and proposals for their resolution, including details of their effect on the timetable.
- 6.6 Consultants should confirm that there would be no current, potential or perceived conflict of interest in their carrying out the work. If there are any such conflicts now or any arise at a point before or during the commencement of the work, the consultants must explain what safeguards would be put in place to mitigate the risks of conflict of interest.

## **Cambridge and South Cambridgeshire Local Plans: Transport**

### **1. Specification**

- 1.1 To consolidate existing and prepare additional Transport Evidence for the Cambridge and South Cambridgeshire Local Plans, and address the requirements of the National Planning Practice Guidance. This brief focuses on transport modelling work, and infrastructure delivery is addressed separately.

### **2. Background**

- 2.1 Since March 2011, Cambridge City Council and South Cambridgeshire District Council have been preparing new Local Plans for the period to 2031. The current Cambridge Local Plan was adopted in 2006 and the South Cambridgeshire Local Development Framework was adopted between 2007 – 2010.
- 2.2 The submission Cambridge and South Cambridgeshire Local Plans were accompanied by the CSRM Modelling Summary Report July 2013 (RD/Strat/160). Subsequently, additional evidence was prepared during the Examination process:
  - Technical Note which accompanied M7/CCC & SCDC – SUPPLEMENT 2 (assumptions in model runs) (March 2015);
  - Technical Note which accompanied M7/CCC & SCDC – SUPPLEMENT 3 (revised phase 3 model run), and track changes to CSRM Modelling Summary Report (April 2015).
- 2.3 The Inspectors asked for the parties to address questions around modelling assumptions and outputs outside the hearing process with a view to preparing a Statement of Common Ground. Following a meeting in April with all participants from the Matter 7 Transport hearing, a further document was prepared. The discussions relating to a Statement of Common Ground have been paused while the work to respond to the Inspectors' letter is carried out:
  - CSRM Modelling Summary Report for Cambridge and South Cambridgeshire Local Plans Supplementary Technical Note (May 2015).
- 2.4 As part of the examination process, the Inspectors had previously indicated that they would write to the Councils if they had concerns about the submitted Local Plans. They have now written to advise the Councils that having held hearing sessions on issues relating to overall housing need, the development strategy, Green Belt, transport and housing delivery, they have identified some issues they consider need to be addressed at an early stage.
- 2.5 The Inspectors' Letter (dated 20 May 2015) raises issues regarding infrastructure requirements and sustainable transport options, and the consideration of Green Belt sites as reasonable alternatives.

### **3. Objectives**

- To complete additional testing of options to address the Inspectors' concerns;
- To provide up to date transport evidence to reflect changes in circumstance, and any emerging proposed modifications to the Local Plans;

- Consider and address issues emerging from the Local Plan Transport Assessment section of the National Planning Practice Guidance;
- To present a comprehensive and accessible Transport Evidence document which draws together the evidence up to this point, and additional evidence arising from this work.

#### **4. Project Scope**

4.1 The further work required is to:

- Review the Phase 2 model runs, which compared strategy options, to include options which incorporate major development options on the edge of Cambridge in the Green Belt to provide a further comparison. Opportunity should also be taken to revise existing Phase 2 model runs to reflect the updated Cambridge jobs target that was included in the Submitted Plan (and was reflected at model run Phase 3).
- Review the transport implications of any proposed modifications to the preferred strategy, including an additional model run (an update to Phase 3) if required.
- Consolidate evidence prepared previously, along with new evidence as a result of the additional work, into a single consolidated and enhanced Modelling Report / Local Plan Transport Assessment'. Include signposting to demonstrate how the National Planning Practice Guidance requirements, published after the Local Plans were prepared, have been addressed. The Report should also include a non-technical summary.

#### **5. Working Arrangements and Timescales**

- 5.1 This work has dependencies with other work the authorities have been asked to undertake by the Inspectors.
- 5.2 The overall programme needs to be delivered to a timetable agreed with the Inspectors. The work is to be largely completed between July – September 2015.
- 5.3 Accordingly, the Councils require a final report to be completed by September – October 2015.
- 5.4 The consultants will be expected to work closely with the Councils and to provide a single point of contact.
- 5.5 The consultant will keep the Councils informed at all stages of the work and should provide a regular flow of information on the progress of the project against the timetable, any issues or difficulties arising, and proposals for their resolution, including details of their effect on the timetable.
- 5.6 Consultants should confirm that there would be no current, potential or perceived conflict of interest in their carrying out the work. If there are any such conflicts now or any arise at a point before or during the commencement of the work, the consultants must explain what safeguards would be put in place to mitigate the risks of conflict of interest.

## **Cambridge and South Cambridgeshire Local Plans: Update of Infrastructure Delivery Study**

### **1. Specification**

- 1.1 Provide an update to the Cambridge and South Cambridgeshire Infrastructure Delivery Study, using up to date information on infrastructure delivery, costs, and sources of funding, to provide additional information to assist the Examination of the Councils' Local Plans, and the continued development of the Councils' Community Infrastructure Levies.

### **2. Background**

- 2.1 Cambridge City Council and South Cambridgeshire District Council submitted their Local Plans for Examination in March 2014. The Local Plans were accompanied by:
  - Cambridge City and South Cambridgeshire Infrastructure Delivery Study (Peter Brett Associates 2012) (RD/T/010) [Chapters 1-9, Appendices](#);
  - [Cambridge City and South Cambridgeshire Infrastructure Delivery Study Update](#) (Peter Brett Associates 2013) (RD/T/020).
- 2.2 As part of the Examination process, the Inspectors had previously indicated that they would write to the Councils if they had concerns about the submitted Local Plans. They have now written to advise the Councils that having held hearing sessions on issues relating to overall housing need, the development strategy, Green Belt, transport and housing delivery, they have identified some issues they consider need to be addressed at an early stage. The [Inspectors Letter](#) (dated 20 May 2015) raises issues to be addressed in respect of infrastructure funding and delivery.
- 2.3 Significant changes have taken place since the Infrastructure Delivery Study 2013 update was completed. In particular, the Cambridge Authorities have secured funding through the Greater Cambridge City Deal, with the potential for £500m over a 15 year period.
- 2.4 Both Councils have submitted CIL charging schedules for Examination, which are currently anticipated to take place after the completion of the Local Plan Examinations, although this is being reviewed.
- 2.5 Both Councils have viability evidence, prepared to support the Local Plans and Community Infrastructure Levy, produced by Dixon Searle. Under a separate commission being undertaken in parallel, the viability evidence is currently being updated, including taking account of changes resulting from recent Written Ministerial Statements.

### **3. Project Scope**

- 3.1 The consultants will be required to build on work previously produced for the two Local Plans, and create an 'Infrastructure Delivery Study Update 2015' Document.

## **4. Requirements**

### **4.1 STAGE 1: Produce an Infrastructure Delivery Study 2015 Update, to:**

- Review and address guidance contained in the National Planning Practice Guidance, which was published after the Local Plans were prepared and subsequent to the previous studies.
- Update known infrastructure requirements and costs where more up to date information is available, including as a result of further development of transport schemes as part of the City Deal.
- Review and update all funding sources available. Liaise with Dixon Searle, who are carrying out additional work on Viability for the Councils on a similar timeframe to this work.

### **4.2 STAGE 2: Update the Infrastructure Delivery Study to consider any relevant infrastructure implications.**

### **4.3 STAGE 3: If requested, assist the Councils with the preparation of written evidence, and attend a future hearing(s) of the Local Plan examination, to respond to any technical questions regarding the study.**

## **5. Working Arrangements and Timescales**

### **5.1 This work has dependencies with other work the authorities have been asked to undertake by the Inspectors.**

### **5.2 The overall programme needs to be delivered to a timetable agreed with the Inspectors. The work is to be largely completed between July – September 2015.**

### **5.3 Accordingly, the Councils require a final report to be completed by September – October 2015.**

### **5.4 The consultants will be expected to work closely with the Councils and to provide a single point of contact.**

### **5.5 The consultant will keep the Councils informed at all stages of the work and should provide a regular flow of information on the progress of the project against the timetable, any issues or difficulties arising, and proposals for their resolution, including details of their effect on the timetable.**

### **5.6 Consultants should confirm that there would be no current, potential or perceived conflict of interest in their carrying out the work. If there are any such conflicts now or any arise at a point before or during the commencement of the work, the consultants must explain what safeguards would be put in place to mitigate the risks of conflict of interest.**

## **Cambridge and South Cambridgeshire Local Plans: Updated Viability Assessments**

### **1. Specification**

- 1.1 Undertake a review of national policy changes and market conditions with a view to provide an addendum report to the Cambridge City Council and South Cambridgeshire viability studies to assist the Examination of the Councils' Local Plans and the Community Infrastructure Levy Charging Schedules.

### **2. Background**

- 2.1 Cambridge City Council and South Cambridgeshire District Council submitted their Local Plans for Examination on 28 March 2014. The supporting evidence base for the Cambridge Local Plan includes:

- [Strategic Housing Land Availability Assessment \(SHLAA\) and Potential Site Allocations High Level Viability Assessment](#) (RD/Strat/150);
- [Supplementary Report Small Sites – Affordable Housing Viability](#) (RD/H/320);
- [Student Accommodation – Affordable Housing Financial Contributions Viability](#) (RD/H/340);
- [Community Infrastructure Levy Viability Assessment](#) (RD/T/200).

- 2.2 The South Cambridgeshire Local Plan was accompanied by:

- [Local Plan Submission & Community Infrastructure Levy Preliminary Draft Charging Schedule Consultation Viability Study](#) (RD/T/220)

- 2.3 As part of the Examination process, the Inspectors had previously indicated that they would write to the Councils if they had concerns about the submitted Local Plans. They have written to advise the Councils that having now held hearing sessions on issues relating to overall housing need, the development strategy, Green Belt, transport and housing delivery, they have identified some issues they consider need to be addressed at an early stage. The [Inspectors' letter](#) (dated 20 May 2015) raises some concerns about infrastructure funding and delivery.

- 2.4 In response to the Inspectors' concerns, the Councils have responded (see [letter](#) of 30 June 2015), setting out a timetable for a number of workstreams. This timetable includes public consultation during November and December, with the submission of main modifications and supporting documents in February 2016.

- 2.5 The Councils have an Infrastructure Delivery Study (2012 and 2013 update) prepared to support the Local Plans and Community Infrastructure Levy, produced by Peter Brett Associates (PBA). Under a separate commission being undertaken in parallel, an update to the Infrastructure Delivery Study is being produced.

### **3. Project Scope**

- 3.1 In light of the above, the Councils are seeking to revisit the viability assessments to ensure that the inputs and findings are consistent with other Local Plan evidence and studies.

- 3.2 Further, the Councils are conscious that, since the publication of the studies, there have been considerable changes to key inputs; including market conditions and the introduction of new national policy changes that warrant revisiting the findings in any

event. In addition, the Councils have also signed the Greater Cambridge City Deal that will unlock up to £500 million of Government funding, helping the delivery of proposed strategic developments.

3.3 Consultants should liaise with the consultants appointed to undertake the Councils' Infrastructure Delivery Study as appropriate with regard to parallel work on the Infrastructure Delivery Study.

#### **4. Requirements**

4.1 Provide an addendum report to the viability studies which will include the following:

- A) Identify key national policy changes introduced since the previous viability assessment and identify to what extent those changes would have either a negative or positive effect on viability, including the assessment of different scales of development sites and locations;
- B) Review and update the technical information in the viability studies, including values, development and build costs and run appropriate sensitivity testing based on updated inputs;
- C) Review and update inputs relating to the operation of "optional nationally described space standards" to demonstrate their effect on viability across the Councils' areas, and in relation to a representative sample of developments ranging from city, edge of city, village development and new settlements;
- D) Review recommendations regarding CIL rates, thresholds and zones.

#### **5. Working Arrangements and Timescales**

5.1 This work has dependencies with other work the authorities have been asked to undertake by the Inspectors.

5.2 The overall programme needs to be delivered to a timetable agreed with the Inspectors. The work is to be largely completed between September and October 2015.

5.3 Accordingly, the Councils require a final report to be completed by October 2015.

5.4 The consultants will be expected to work closely with the Councils and to provide a single point of contact.

5.5 The consultant will keep the Councils informed at all stages of the work and should provide a regular flow of information on the progress of the project against the timetable, any issues or difficulties arising, and proposals for their resolution, including details of their effect on the timetable.

5.6 Consultants should confirm that there would be no current, potential or perceived conflict of interest in their carrying out the work. If there are any such conflicts now or any arise at a point before or during the commencement of the work, the consultants must explain what safeguards would be put in place to mitigate the risks of conflict of interest.

## **Cambridge and South Cambridgeshire Local Plans: Sustainability Appraisal**

### **1. Specification**

- 1.1 Carry out a review of the Sustainability Appraisals submitted by Cambridge City Council and South Cambridgeshire District Council alongside their Submission Local Plans, and produce a joint Sustainability Appraisal Addendum to address the Inspectors' concerns regarding soundness of both Local Plans.

### **2. Background**

- 2.1 The Councils submitted their Local Plans for Examination in March 2014, along with accompanying Draft Final Sustainability Appraisal Reports.

- 2.2 As part of the examination process, the Inspectors had previously indicated that they would write to the Councils if they had concerns about the submitted Local Plans. They have now written to advise the Councils that having held hearing sessions on issues relating to overall housing need, the development strategy, Green Belt, transport and housing delivery, they have identified some issues they consider need to be addressed at an early stage.

- 2.3 The Inspectors' Letter (dated 20 May 2015) raises concerns regarding the SA/SEAs submitted alongside the Local Plans, and in particular:

- Consistency with the Review of the Sustainable Development Strategy (2012);
- Whether they fully address the challenges in relation to delivery of sustainable new settlements;
- The weight given to Green Belt relative to other considerations;
- Comparison of reasonable alternatives at the same level as the preferred option;
- Avoiding the need to trawl through a range of documents to find the information.

- 2.4 The NPPF sets specific requirements when undertaking a Green Belt Review. Paragraph 84 requires councils to take account of the need to promote sustainable patterns of development. Paragraph 85 requires Councils to ensure consistency of Green Belt boundaries with the Local Plans' strategy for meeting identified requirements for sustainable development. The Inspectors indicated that they would expect to see this addressed in the Councils' Sustainability Appraisals. The Councils considered the sustainability of development in a number of evidence base documents (See Councils' Examination Statement to Matter 6).

- 2.5 The Main Sustainability Appraisal Documents are as follows:

- South Cambridgeshire Draft Final Sustainability Appraisal Report and HRA Screening Report (RD/Sub/SC/60);  
<https://www.scambs.gov.uk/content/draft-final-sustainability-appraisal-report-and-habitat-regulations-assessment-screening>
- Sustainability Appraisal of the Cambridge Local Plan 2014: Volume 1: Final Appraisal for Submission to the Secretary of State: March 2014 (RD/Sub/C/030);  
<https://www.cambridge.gov.uk/public/ldf/coredocs/RD-SUB-C-030.pdf>
- Cambridge Local Plan 2014: Reviewing the Sustainable Development Strategy for the Cambridge Area: Joint Sustainability Appraisal (RD/LP/180).  
<https://www.cambridge.gov.uk/public/ldf/coredocs/Joint%20SA%20of%20the%20Development%20Strategy.pdf>



### **3. Objectives**

- To address the Inspectors' concerns regarding the soundness of the Local Plans;
- To meet the statutory obligations related to the Sustainability Appraisal and Strategic Environmental Assessment (notably the requirements set out in Annex 1 of the SEA Directive), and reflect guidance set out in the National Planning Practice Guidance;
- Address the requirements of the Habitats Directive.

### **4. Project Scope**

- 4.1 The consultants will be required to undertake further Sustainability Appraisal (SA/SEA) and Habitats Regulations Assessment work, having regard to additional evidence being prepared in light of the Inspectors' Letter.

### **5. Requirements**

#### **5.1 Stage 1**

Review the Sustainability Appraisal process of the two Councils up to this point in the plan making process, and develop a Sustainability Appraisal Addendum Report, to form part of both Councils' Sustainability Appraisals.

- Where appropriate, document new plans, strategies and evidence base documents that have become available subsequent to the existing Sustainability Appraisals, and additional evidence prepared or commissioned by the Councils in response to the Inspectors' Letter.
- Review the approach to Green Belt in the Sustainability Appraisals, and how the issue is addressed in the Scoping of the Councils' Appraisals.
- Consider how the Sustainability Appraisal can address the National Planning Policy Framework's paragraphs 84 and 85 and the issues raised by the Inspectors, and drawing on evidence being prepared in light of the Inspectors' Letter.
- Review the 'Joint Sustainability Appraisal of Development Strategy Options' and the findings of the Councils' respective Sustainability Appraisals in light of additional evidence being commissioned by the Councils in response to the Inspectors' Letter (including Transport, Infrastructure, and Green Belt), and issues raised in the 'Review of the Sustainable Development Strategy' document.
- Review and document how the Sustainability Appraisals address all reasonable alternatives to the same level as the preferred option.
- Document how the updated joint Sustainability Appraisal, (in combination with the submitted Sustainability Appraisals) meets the requirements of Government Guidance on Sustainability Appraisal, the Planning Practice Guidance, and the SEA regulations (signpost to where individual requirements are met). Reports should also include a non-technical summary.

#### **5.2 Stage 2**

- If required, carry out Sustainability Appraisal of any emerging proposed Major Modifications or alternatives identified by the Councils (for sites or policies) in light of new evidence. This will need to reflect the approaches and scoping of the individual Councils' existing appraisals. Consider any wider implications for other parts of the Sustainability Appraisals.
- If any major modifications are proposed, review findings of the Habitats Regulations Assessments of both Councils. This would initially take the form of a Habitats

Regulations Assessment Screening Report, unless issues requiring more detailed Appropriate Assessment are identified. This work should build upon information already contained within the Screening Reports produced for the authorities' Local Plans.

### 5.3 Stage 3

- Following public consultation, review representations received on revised Sustainability Appraisal, provide a response to issues raised and any recommended actions. Consider any further modifications proposed by the Councils.
- Assist with the preparation and review of evidence for the Local Plans Examinations, including potential appearance at future Examination Hearings.

## **6. Working Arrangements and Timescales**

- 6.1 This work has dependencies with other work the authorities have been asked to undertake by the Inspectors.
- 6.2 The overall programme needs to be delivered to a timetable agreed with the Inspectors. The work is to be largely completed between July – October 2015.
- 6.3 Accordingly, the Councils require a final report to be completed by October 2015.
- 6.4 The consultants will be expected to work closely with the Councils and to provide a single point of contact.
- 6.5 The consultant will keep the Councils informed at all stages of the work and should provide a regular flow of information on the progress of the project against the timetable, any issues or difficulties arising, and proposals for their resolution, including details of their effect on the timetable.
- 6.6 Consultants should confirm that there would be no current, potential or perceived conflict of interest in their carrying out the work. If there are any such conflicts now or any arise at a point before or during the commencement of the work, the consultants must explain what safeguards would be put in place to mitigate the risks of conflict of interest.

# AGENDA ITEM No. 14. 2

**Liz Pinchen**

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**From:** City Deal <City.Deal@cambridgeshire.gov.uk>  
**Sent:** 10 September 2015 16:19  
**To:** City Deal  
**Cc:** Heller Ashley  
**Subject:** Consultation - Cambourne to Cambridge – better bus routes

Dear Sir/Madam,

The Greater Cambridge City Deal is planning to consult on better bus routes along the A428 corridor from 12 October to 23 November 2015.

The proposals aim to create speedy and reliable bus routes between Cambourne and Cambridge, including:

- Bus lanes on existing roads
- Bus-only routes
- New Park & Ride
- Pedestrian and cycling facilities

The project's web page [www.gccitydeal.co.uk/cambourne-to-cambridge](http://www.gccitydeal.co.uk/cambourne-to-cambridge) has now been updated with the consultation dates.

The consultation will be widely publicised through various channels, including leaflets and posters, press releases and online; a questionnaire will be online and included in the leaflet. Staffed drop-in exhibitions across the area will give residents the opportunity to look at proposals in more detail, ask questions and share their views.

Briefing sessions for local members, Parish Councils, Residents Associations and other interested parties are planned for the earlier stages of the consultation. We will contact you shortly with more details on these.

In the meantime, please don't hesitate to contact the Team Leader, Ashley Heller, on [Ashley.heller@cambridgeshire.gov.uk](mailto:Ashley.heller@cambridgeshire.gov.uk) or 01223 728137 if you have any questions.

Kind regards,  
The Greater Cambridge City Deal team

Greater Cambridge City Deal Partnership



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## AGENDA ITEM No. 14.2

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## Transport

### Cambourne to Cambridge - better bus routes

## Have your say

We will be consulting on better bus routes into Cambridge from Cambourne and the west from 12 October to 23 November 2015.

The proposals aim to create speedy and reliable bus routes between Cambourne and Cambridge, including:

- Bus lanes on existing roads
- Bus-only routes
- new Park & Ride
- pedestrian and cycling facilities

More details about the consultation and how to respond will be published on this web page nearer the time.

The A428 between St Neots to Caxton Gibbet is outside the scope of this scheme. In 2014 the government announced its intention to upgrade this stretch of the A428 to a dual carriageway and Highways England are now looking into the different options for this.

## What happened so far?

Proposals for faster and reliable bus routes into Cambridge from Cambourne and the west as well as providing superior cycling facilities were released on 26 May 2015.

The papers were considered by the **City Deal Executive Board on 18 June 2015 (item 9)** and approval was given to go to public consultation in the autumn.

[View the Draft Interim Report \(pdf, 2Mb\)](#)

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Jadu@ Galaxies

# AGENDA ITEM No. 14.2

**Liz Pinchen**

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**From:** City Deal <City.Deal@cambridgeshire.gov.uk>  
**Sent:** 01 October 2015 14:37  
**To:** City Deal  
**Subject:** Cambourne to Cambridge - better bus journeys consultation - Briefing 12 Oct 6pm

Dear Councillors,

The consultation on better bus journeys between Cambourne and Cambridge will start on Monday, 12 October.

We would like to invite you to a briefing about the proposals on **12 October at 6pm at South Cambridgeshire Hall, Cambourne**. The session will include a presentation about the details of the proposals and will give you an opportunity to get your questions answered.

If you would like to attend the briefing, please RSVP by Thursday, 8 October.

In addition to the briefing we are also holding the following public exhibition events:

<b>St Neots</b>	Tue 27 Oct	10:30-13:00	Tesco Extra, Barford Road, PE19 2SA
<b>Bourn</b>	Wed 28 Oct	17:00-20:00	Village Hall, Short Street, CB23 2SG
<b>Coton</b>	Thu 29 Oct	18:00-20:00	Village Hall, Coton, CB23 7PL
<b>Cambridge</b>	Mon 2 Nov	17:00-20:00	Roger Needham Building, University of Cambridge, CB3 0FZ
<b>Hardwick</b>	Tue 3 Nov	17:00-20:00	Primary School, Hardwick, CB23 7RE
<b>Cambourne</b>	Wed 4 Nov	16:00-19:30	The Hub, High Street, CB23 6GW
<b>Cambridge</b>	Tue 10 Nov	17:00-20:00	Lucy Cavendish College, Lady Margaret Road, CB3 0BU
<b>St Neots</b>	Wed 11 Nov	17:00-20:00	The Priory Centre, Priory Lane, PE19 2BH
<b>Papworth Everard</b>	Thu 12 Nov	18:00-20:00	The Vinter Room, Vinter Close, CB23 3RU
<b>Highfields Caldecote</b>	Wed 18 Nov	18:00-20:00	Caldecote Primary School, Highfields Road, CB23 7NX
<b>Cambourne</b>	Thu 19 Nov	11:00-13:30	Morrisons, Broad Street, CB23 6EY

More details on the proposals will be published on the project's web page ([www.gccitydeal.co.uk/cambourne-to-cambridge](http://www.gccitydeal.co.uk/cambourne-to-cambridge)) and we will e-mail you with an update at the start of the consultation. In the meantime, please do not hesitate to contact us, should you have any questions.

Kind regards,

The Greater Cambridge City Deal team  
01223 699906

Greater Cambridge City Deal Partnership



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# AGENDA ITEM No. 14.3.

**Liz Pinchen**

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**From:** Edward Leigh <edward@bettercitydeal.com>  
**Sent:**  
**To:**

**Subject:**  
**Attachments:** Better City Deal proposes alternative for Girton Interchange 2018 09 28a.pdf

Dear Councillors and Members of Parliament,

The Better City Deal campaign has proposed a new design for the Girton Interchange, which creates the all-ways connections that residents and businesses have long asked for. It will relieve congestion on the A1303; is likely to cost less to build than Highways England's proposal; and will have a lower environmental impact - particularly with respect to noise pollution, which will be greatly amplified if the A14 westbound is elevated in the way that Highways England proposes.

You can find details here:

<http://www.bettercitydeal.com/a14-girton-interchange/>

We invite you to support, by including reference to our proposal in correspondence to Highways England. Some of you are parties to Statements of Common Ground with Highways England and therefore still have a voice at this stage in the consultation-examination - though the deadline for the current phase is Monday (28 September).

We believe that it should be a top priority, both for the County Council and the City Deal board, to press for an all-ways junction at the Girton Interchange along the lines that we are proposing, as the benefits for the local economy and labour mobility are readily apparent.

It should be recognised that this is a key component of the transport package required to make the proposed housing developments at West Cambourne and Bourn Airfield viable. We will be proposing more detail about this in time for the City Deal consultation on the A428/A1303/Madingley Road corridor, due to start on 12 October.

All comments and suggestions for improvements welcome.

A press release is also attached.

Better City Deal is a newly formed campaign group, comprising a team of volunteers passionate about getting transport right in the Greater Cambridge region, and using City Deal money in the best possible way to achieve that. The campaign's mission and ten-point plan can be found at [www.bettercitydeal.com/plan](http://www.bettercitydeal.com/plan)

Regards,

Edward Leigh

Better City Deal campaign

[www.bettercitydeal.com](http://www.bettercitydeal.com)

[edward@bettercitydeal.com](mailto:edward@bettercitydeal.com) / 01223 312 377 / 07941 471 573

# Better City Deal's proposal for the Girton Interchange

---

**25 September 2015**

*For immediate release*

The Better City Deal campaign has identified the Girton Interchange as a critical flaw in the region's strategic road network, and has put forward an alternative configuration that provides the all-ways connections that residents and businesses have long been asking for.

Highways England is proposing a major upgrade to the A14 between Cambridge and Huntingdon. It concluded a public consultation in 2014 and the plans are currently being examined by the Planning Inspectorate. A decision to go ahead is expected in 2016, with construction being completed in 2020.

The Girton Interchange is the junction between the M11, A14, A428, and A1307 (Huntingdon Road) west of Girton village. The current confusing and dangerous design stems from a decision in the late 1980s to link the old east-west A45 with the A604 to create the A14.

The principal improvements Highways England proposes for the Girton Interchange are:

- The tight loop in the A14 westbound is replaced by a gentle curve.
- A new local access road connects Huntingdon Rd to Fen Drayton.
- Access to Huntingdon Road from the A14 west is via a new roundabout on what will become the local access road.

Better City Deal's principal objections are:

- It adds no new connections, even though it is acknowledged that a high capacity connection between the A428 and the M11 is essential for the viability of planned developments at Cambourne West and Bourn Airfield.
- Access to the M11 will continue to be via the A1303 (Madingley Road), which is already severely congested.
- Many other connections will require a 5.5 mile detour via the Dry Drayton junction (the Oakington Road junction is to be closed).
- The new A14 westbound link is raised up to the level of the M11 on a massive embankment, at huge monetary and environmental cost, including obliterating 2 hectares (5 acres) of woodland.
- Elevating the carriageway will amplify traffic noise for residents of Girton, Madingley, Dry Drayton and north-west Cambridge.

Better City Deal is proposing a different design for the Girton Interchange that would:

- Create an all-ways junction, shortening journey times.
- Reduce pressure on local roads, in particular the A1303 (Madingley Road).
- Reduce likely congestion at the A14 Bar Hill junction 29.



- Significantly lower the cost of construction and environmental impact by avoiding building a massive embankment.
- Have lower noise impact by not elevating the new A14 westbound link.
- Allow future widening of the A14 westbound link (should this become necessary) without requiring major new groundworks.
- Be less disruptive to the A428 during construction.

Better City Deal believes that creating an all-ways junction should be a top priority for the City Deal in its first five-year plan, as the benefits for the local economy and labour mobility are readily apparent. It calls on the City Deal to push for and, if necessary, part-fund a revised scheme along the lines it proposes.

“The City Deal is proposing adding bus priority to Madingley Road, but has completely ignored one of the main causes of congestion: the lack of a direct connection between the A428 and M11. Our proposal provides this and other critical connections that the Highways England proposal does not,” explains Edward Leigh, leader of the Better City Deal campaign.

– end –

## Notes for editors

Contact: Edward Leigh, [edward@bettercitydeal.com](mailto:edward@bettercitydeal.com) / 01223 312377

Further details, maps of proposals by Highways England and Better City Deal, and colour-coded tables comparing the connectivity of the proposals can be found at [www.bettercitydeal.com/a14-girton-interchange](http://www.bettercitydeal.com/a14-girton-interchange)

An explanation of Smart Traffic Management, which Better City Deal is proposing as part of a strategy to solve the city’s congestion, and as an alternative to bus lanes and congestion charging can be found at:

[www.bettercitydeal.com/smart-traffic-management](http://www.bettercitydeal.com/smart-traffic-management)

## About Better City Deal

Better City Deal is a newly formed campaign group, comprising a team of volunteers passionate about getting transport right in the Greater Cambridge region, and using City Deal money in the best possible way to achieve that. The campaign’s mission is to:

- Give people more travel options.
- Make journey times predictable.
- Enable buses to run faster.
- Make multi-modal journeys easier.
- Make paying for transport and parking simpler.
- Make cycling and walking safer and more enjoyable.

The campaign’s ten-point plan to achieve this is set out at [www.bettercitydeal.com/plan](http://www.bettercitydeal.com/plan)

# AGENDA ITEM No. 14.4.

**John Vickery**

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**From:** Francis Burkitt <francis.burkitt@btinternet.com>  
**Sent:** 09 August 2015 18:57  
**To:** cllr.crocker@cambourneparishcouncil.gov.uk;  
clerk@cambourneparishcouncil.gov.uk  
**Subject:** Cambourne-to-Cambridge bus/cycle link

Dear Chair and Clerk of Cambourne Parish Council,

As you know, the Greater Cambridge City Deal Board intends to construct a **bus/cycle-way between Cambourne and Cambridge** (and has already budgeted for it), and will be launching a public consultation over the exact route in September.

It will clearly be helpful to everyone if there is positive and constructive dialogue between the villages and communities along the Cambourne-to-Cambridge route, and the City Deal Board/highways department.

We have therefore, locally, formed "CambridgeBOLD", so that we can use our local knowledge to help the City Deal Board arrive at the best route. By "best" we mean the route that:

- (a) achieves the stated objectives of transporting passengers and relieving congestion
- (b) achieves the broadest-possible local consensus
- (c) is the most 'deliverable'.

We have launched a website: please click on [www.cambridgebold.org](http://www.cambridgebold.org) to see it. It has a 'click' link to download our draft proposals (36 pages, low-resolution; you can also click on an email link to request a higher-resolution or a printed version).

This web-site marks the start of our own public consultation on our draft proposals, in order to:

- (1) raise public awareness
- (2) stimulate debate
- (3) to try to see whether we can reach broad local consensus on the best route....

... so that we can then present a positive, constructive and helpful response to the City Deal Board in the Autumn. Our sole aim is to help the City Deal Board get on with its process as fast and as smoothly as

possible.

We welcome your feedback and comments. Please send them to [comments@cambridgebold.org](mailto:comments@cambridgebold.org). Please note that they may be published.

I am sending this email to all those listed in the document.

Best wishes

Francis Burkitt

*SCDC District Councillor, Barton Ward (comprising the villages of Barton, Coton, Grantchester and Madingley)*

# AGENDA ITEM No. 14.5.

**Liz Pinchen**

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**From:** Simon Crocker <cllr.crocker@cambourneparishcouncil.gov.uk>  
**Sent:** 26 September 2015 15:48  
**To:** Des O'Brien  
**Cc:** John Vickery  
**Subject:** Re: I need your help

**Importance:** High

Hi Des.

I am happy to sign in my capacity as a District Cllr.

I cannot however, sign as Chairman of Cambourne PC just yet. The question needs to be debated at a Parish Council meeting, and a resolution passed authorising me to sign, before I could do so. It would be unlawful for me to act as an individual in this context.

The next meeting of Cambourne PC is on 6th Oct. I have c.c'd the Parish Clerk in on this reply so that it might appear as an agenda item under correspondence. Given that I have agreed to sign as a district Cllr, I will probably have to declare an interest.

My initial feelings on this are that we're damned if we do, and damned if we don't. On the one hand, refusal to engage will be marketed by a savvy developer as tacit approval, and we may end up with a worst case scenario. On the other hand, engaging in dialogue prior to, or following, the submission of an outline planning application may get the best deal for residents but will inevitably draw accusations of complicity. I have learned from experience that it is always wise to keep at least one communication channel open with potential developers.

Also, it should be noted that I do not necessarily agree with the first sentence in the letter. I rather suspect the developers have categorically told Planning that an application is forthcoming whether they like it or not.

I, or John, will get back to you.

Regards

Simon

**From:** [Des O'Brien](#)  
**Sent:** Saturday, September 26, 2015 2:07 PM  
**To:** [Simon Crocker](#)  
**Subject:** I need your help

Hi Simon

Following the meeting with Jo Mills and Robert earlier week's would you be happy to sign the below letter addressed to Robert Turner, Planning Portfolio Holder? Robert suggested at the meeting that with such a letter he would be in a stronger position to approach Cabinet to ask them to instruct officers not to encourage, or support, an application for Bourn Airfield from the developers. I'm asking all the affected

DCs and PC chairs to sign too. I'll have a hard copy of the letter ready for signature early next week. Would you sign in both capacities?

**Dear Robert**

**We understand that South Cambridgeshire Planning and New Communities Departments have been holding discussions with Countryside Properties to bring forward development of the Bourn Airfield site. We are very surprised to hear this, since the Planning Inspector suspended consideration of the Local Plan because of her misgivings about housing developments along the A428, with particular reference to Bourn Airfield**

**Bearing in mind the very considerable local opposition to this development and strong opposition from the the neighbouring District Councillors, and all of the Parish Councils in the surrounding villages, we ask the planning Portfolio Holder to ensure that all such discussions be suspended. Overtures from developers should be ignored, until the Local Plan has been approved.**

**The developer may be within its rights to put forward a planning application for the site but SCDC is not in a position to support such an application, given the strength of local opposition and the serious question marks over the Council's development strategy with respect to new developments.**

**Signed**

Best wishes

Des

Des O'Brien

[des@amethyst-tv.com](mailto:des@amethyst-tv.com)

*Councillor Des O'Brien*

*Councillor for Bourn, Cambourne, Caxton, Croxton and Eltisley*