

**Matter 5 Infrastructure/Monitoring/Viability**

**CCC Respondent Personal ID: 1801**

**SCDC Respondent Personal ID: 20942**

**Name of Responder: Cambridge Past, Present & Future (CambridgePPF)**

**Date: 12<sup>th</sup> October, 2014**

**Cambridge City Council and South Cambridgeshire District Council  
Examination of submitted Local Plans 2013**

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**1. Introduction:**

1.1 CambridgePPF is a local charity with some 1,500 members drawn from the local community, which, in its former guise as the Cambridge Preservation Society, has been actively involved with planning and development in and around Cambridge for more than 80 years. Its influence was largely instrumental in the creation of the Cambridge Green Belt in the 1970s. Its policy and position on major development issues is determined by its Planning Committee comprising some 15 members with exceptional experience in urban planning and design, business development, architecture, heritage management, transport, landscape architecture, and other relevant disciplines. Robin Pellew OBE, has been chairman of CambridgePPF for 7 years following a successful career in biological research and conservation.

**2. Infrastructure:**

2.1 CambridgePPF objects to Policy 80 in that we believe it does not give sufficient protection against the harmful impact that new transport provision can have on the city's heritage and open green spaces. We stress the importance of Strategic Objectives 3, 7, and particularly 4 (Para 2.3) in the planning of new transport links. These Objectives do not feed through into Policy 80 which is primarily concerned with the quality of new transport links in terms of efficiency and reliability from the passenger's point-of-view. Without the inclusion of the additional Sub-para below, we are concerned that new transport links may not be sustainable:

*Ensuring that all new transport links have no harmful impact on the historic environment and heritage assets or on the unique qualities and character of Cambridge, the city's wider landscape and green open spaces, including the River Cam corridor;*

2.2 CambridgePPF also expects to see included in Policy 85 a requirement that the infrastructure and services necessary to support a new development are put in place at the beginning of the development rather than at the end. There have been unfortunately examples of phased developments where residents have moved into new housing before the services and facilities have been provided resulting in an unacceptably low quality of life. We propose the inclusion of an additional sentence at the end of the first paragraph of Policy 85:

*...maintained. The provision of improved or new infrastructure will be provided before new residents occupy a development so that the necessary services and facilities are available to support a vibrant community.*

**3. Monitoring:**

3.1 Other than Appendix M, the CCC plan lacks a policy statement that specifically addresses Monitoring. This should be rectified.

- 3.2 Appendix M focuses primarily on quantitative measures of progress in the delivery of the plan. What it lacks are indices to measure in impact of the plan on the quality of life for residents. What impact will the major urban extensions have on the character and ambience of the city? Clearly such qualitative issues are difficult to assess in a rigorous standardized way, but for a historic city like Cambridge they are essential. We would urge that the City engages more directly with the public in setting up a programme based on opinion interviews to monitor how the quality of life is changing as the city grows. This is an essential element of sustainability in the Cambridge context and must not be neglected.
- 3.3 The air quality in the historic centre of Cambridge breaches both EU and UK legislation for maximum levels of Nitrous Oxides. The main source of these pollutants is exhaust emissions, especially from buses. The monitoring measures for Policy 36 in Appendix M focus on air quality in new developments. What are lacking are the monitoring measures within the Air Quality Management Area. Because of the seriousness of the air quality problem both for human health and for corrosion of historic buildings, a comprehensive monitoring system is essential. Clearly this must be agreed in conjunction with Cambridgeshire County Council.