

Chapter 10

Promoting and Delivering Sustainable Transport and Infrastructure



Guided Bus Stop, Histon, South Cambridgeshire

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- 10.1 The transport choices we make are a key factor in achieving sustainable development and can have a direct impact, through congestion and vehicle emissions, on quality of life and the environment. The transport system needs to be balanced in favour of sustainable modes; walking, cycling and public transport, in order to provide people with a real choice about how they travel. Cambridgeshire County Council, as the local transport authority, is responsible for producing the Cambridgeshire Local Transport Plan (LTP) which seeks to address existing transport challenges as well the needs generated by new development, and plan for the delivery of new transport infrastructure, such as road improvements.
- 10.2 Cambridgeshire County Council is preparing a new Transport Strategy for Cambridge and South Cambridgeshire. Cambridge and South Cambridgeshire are popular places to live and work, and have experienced high levels of jobs, housing and population growth. This is helping to drive a strong local economy but also means that there is pressure on local transport infrastructure. Growth is set to continue into the future to meet local needs. The Transport Strategy will ensure that current and future transport needs are met, that people can access work and services, and that the character of the area can be preserved, helping to ensure that people in the area continue to enjoy a high quality of life.
- 10.3 South Cambridgeshire is located at the crossroads of the M11 / A14 roads and has direct rail access to London and Stansted Airport. The A14 is a major east / west route linking the east coast ports with the Midlands and the north, and carries considerable international freight traffic. The A14 is also a key route for local and regional commuter, business and freight traffic and, like some other major routes, has high traffic flows and congestion, particularly around Cambridge, and high levels of accidents. In July 2012 the Government announced a package of proposals for major investment along the A14 corridor in Cambridgeshire to address congestion and long term capacity issues and the schemes have entered the Department for Transport roads programme, to begin detailed design and statutory processes.
- 10.4 Air quality issues within South Cambridgeshire have been linked directly to the volume of traffic that runs through the district, specifically along the A14. Regular congestion between Bar Hill and Milton has resulted in the declaration of an Air Quality Management Area (AQMA) in this area. An Air Quality Action Plan has been formulated outlining how the Council intends to bring about improvements in air quality. This incorporates priority actions for tackling air quality issues through the land use planning process and is an integral part of the LTP.
- 10.5 There are a number of major road corridors between the market towns and Cambridge, and villages located along these routes tend to be well served by public transport and cycling infrastructure. Away from these corridors, rural parts of the district are more isolated. In these areas Community Transport is particularly important, and the Council has adopted a Community Transport Strategy to help coordinate and develop services. A recent significant improvement to public transport is the Guided Busway between Cambridge and St. Ives. It provides

services to a number of villages as well as the planned new town at Northstowe. This will also link to the planned new railway station at Chesterton on the edge of Cambridge.

- 10.6 South Cambridgeshire is a predominantly rural district with several relatively isolated villages lacking essential facilities and services to meet day to day needs, meaning the car will remain an essential mode of travel for some. However, considerable benefits can be delivered by enabling travel by other means than the car. These include improved health through increased walking and cycling, reductions in carbon emissions, enabling social inclusion and reducing the impact of congestion, and are particularly important in light of highway capacity issues and projected future growth. Other 'smart' measures, including home working (with significant increases in broadband speed), encouraging the use of low emission vehicles, and demand responsive public and/or community transport. Car share schemes should be considered as appropriate to individual developments.
- 10.7 Nearly all of South Cambridgeshire is within 10km of Cambridge or a market town, which is a reasonable cycling distance for many people and particularly where good quality routes exist. New and improved cycle infrastructure (cycle paths and parking) is continually being provided through new developments and through national funding of schemes. In addition, many businesses install showers as part of their Travel Plans, to encourage cycling to work. The costs of motoring are rising and the increasingly publicised health benefits of cycling are causing people to switch to cycling, and evidence shows that cycling is on the increase in the district.
- 10.8 Development places additional pressures on infrastructure, services and facilities. It is important that the needs generated by development are appropriately planned and that infrastructure is available when it is needed. Development must ensure the needs of communities are met, including transport, telecommunications, waste management, water supply, wastewater, flood risk, the provision of minerals and energy (including heat), health, security, community and cultural infrastructure and other local facilities. This will help to ensure that people in the area continue to enjoy a high quality of life.

Key Facts:

- There are high levels of congestion on radial routes into Cambridge at peak times.
- Average commuting distances have increased (10.2 miles by all modes in 2010 compared to 8.1 miles in 2009), and 64% of those journeys are by car or van (2011).
- High levels of traffic on the A14 and radial routes into Cambridge at peak times.
- Areas around the A14 north of Cambridge are designated as Air Quality Management Areas.
- National Noise Action Plans First Priority Locations have been identified within the district at areas close to the M11, A14 and A10 and other busy roads.
- Good public transport services to larger villages, but limited services to many smaller villages away from transport corridors.
- Cycling levels are higher than the national average, and rising.

Rail Station and Interchange**Policy TI/1: Chesterton Rail Station and Interchange**

Land at Chesterton Sidings is safeguarded for the development of a railway station and interchange facility.

- 10.9 [Cambridgeshire & Peterborough Structure Plan](#) 'saved' Policy P8/10 and the [Local Transport Plan](#) proposes the development of a rail station and interchange facility at Chesterton Sidings to provide a high quality interchange between all modes, including with the Guided Busway.
- 10.10 Not all the land at Chesterton Sidings will be required for the railway station and public transport interchange. Some of the remaining land will be used by Network Rail for train stabling and at least until the completion of the planned upgrade to the A14 trunk road for the delivery of aggregates and the manufacture of coated roadstone. Even with these uses present at the sidings there will be land to the rear of the Cambridge Business Park available for redevelopment in the short term.
- 10.11 Chesterton Sidings forms part of a larger area of land with development potential which includes land within Cambridge City. The Council is working jointly with Cambridge City Council and Cambridgeshire County Council on a coordinated approach to the development of this area (see Policy SS/4). Central to the development of this area will be a multimodal transport interchange.

10.12 Chesterton Sidings includes an area of Jersey Cudweed. This is a protected species under Schedule 8 of the Wildlife and Countryside Act. Development will need to incorporate measures for protecting this species.

Planning for Sustainable Travel

Policy TI/2: Planning for Sustainable Travel

1. Development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.
2. Planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport, including:
 - a. Provision of safe, direct routes within permeable layouts that facilitate and encourage short distance trips by walking and cycling between home and nearby centres of attraction, and to bus stops or railway stations, to provide real travel choice for some or all of the journey, in accordance with Policy HQ/1;
 - b. Provision of new cycle and walking routes that connect to existing networks, including the wider Rights of Way network, to strengthen connections between villages, Northstowe, Cambridge, market towns, and the wider countryside;
 - c. Protection and improvement of existing cycle and walking routes, including the Rights of Way network, to ensure the effectiveness and amenity of these routes is maintained, including through maintenance, crossings, signposting and waymarking, and, where appropriate, widening and lighting;
 - d. Provision of secure, accessible and convenient cycle parking in accordance with Policy TI/3;
 - e. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the aims of the Cambridgeshire Local Transport Plan and South Cambridgeshire Community Transport Strategy.

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3. Developers will be required to demonstrate they will make adequate provision to mitigate the likely impacts (including cumulative impacts) of their proposal including environmental impacts (such as noise and pollution) and impact on amenity and health. This will be achieved through direct improvements and Section 106 contributions and/or the Community Infrastructure Levy (CIL), to address transport infrastructure in the wider area including across the district boundary.
4. Developers of 'larger developments'¹ or where a proposals is likely to have 'significant transport implications'² will be required to demonstrate they have maximised opportunities for sustainable travel and will make adequate provision to mitigate the likely impacts through provision of a Transport Assessment and Travel Plan. All other developments will be required to submit a Transport Statement. Where a Transport Assessment / Statement or Travel Plan is required, a Low Emissions Strategy Statement should be integrated.
5. Travel Plans must have measurable outputs, be related to the aims and objectives in the Local Transport Plan and provide monitoring and enforcement arrangements. Planning obligations may be an appropriate means of securing the provision of some or all of a Travel Plan, including the requirement for an annual monitoring and progress report. Submission of area-wide Travel Plans will be considered in appropriate situations. Outline planning applications are required to submit a framework for the preparation of a Travel Plan.

¹ Larger development includes proposals of over 20 dwellings or 0.5 hectares for residential development and over 1,000 m² or 1 hectares for other development.

² Developments with 'significant transport implications' are those:

- In particularly congested locations and/or generating larger numbers of trips;
- Where there are particular local travel problems;
- That will have an adverse impact on an existing, or will result in the declaration of new, Air Quality Management Area or an unacceptable adverse impact on local air quality.

10.13 The [National Planning Policy Framework](#) (NPPF) requires that plans and decisions ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised, and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. The development strategy in Chapter 2 addresses the development needs of the district and where that development should be focused, ensuring that distances and links between homes and employment, education, health, shopping,

leisure and other services and facilities, are practical. Achieving sustainable transport has been a key consideration influencing the strategy. Transport impacts of individual developments will still need to be considered at the planning application stage.

- 10.14 In assessing whether the development proposal is likely to give rise to a material increase in travel demand, the Council will consider the existing use of the building(s) / site, existing transport conditions in the immediate and wider area, and likely transport generation from the development proposals.
- 10.15 All development should strive to offer real travel choice for all people by non-car modes appropriate in scale and kind to the development. Development must be designed to promote road safety, and to create places where walking and cycling have priority over motorised traffic, so that people feel safe. Development should ensure good accessibility by walking and cycling to local facilities, services and to bus stops or railway stations. For the average person cycling has the potential to substitute for short car trips, particularly under 5 kilometres, and walking under 1km.
- 10.16 The measures applicable to each development proposal will vary on a case-by-case basis, according to the type and scale of development proposed, its location, and the level of existing transport infrastructure and services in the immediate area. This could also include a financial contribution for the implementation of schemes beyond the scope of an individual development to deliver.
- 10.17 Development must also mitigate its traffic impacts, including its environmental impacts and impacts on amenity and health. Measures designed to encourage people to make sustainable travel choices, such as car clubs, car sharing, infrastructure / facilities for electric charging plug-in points and other ultra-low emissions vehicles, provision of cycle lanes and parking, and encouraging the accelerated uptake of cleaner fuels and technologies resulting in carbon and vehicle emission reductions can assist with reducing these impacts. Well designed developments may actively help to enhance air quality, manage exposure and reduce overall emissions, therefore reducing possible health impacts. Further information on addressing air quality, including Air Quality Management Areas, noise and health impacts is contained in Chapter 9 Promoting Successful Communities.
- 10.18 Planning applications need to address the transport implications of the proposed development. Many schemes will require the submission of a Transport Assessment and Travel Plan are to explore the transport impacts of their proposals, how they will be addressed, and how sustainable travel will be delivered in the long term. For smaller developments with lower impacts, a simpler 'Transport Statement' is required. A Low Emissions Strategy Statement should be integrated within this work.
- 10.19 Information on producing Travel Plans is available on the Department for Transport website: [Smarter Choices](#). Detailed guidance on workplace Travel Plans is available from the [Cambridgeshire Travel for Work Partnership](#). Area-wide Travel
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Plans will be acceptable where appropriate, such as on business parks, which would enable businesses to coordinate their efforts and pool resources for the benefit of everyone using the business park.

Parking Provision

Policy TI/3: Parking Provision

1. Car and cycle parking provision should be provided through a designed approach in accordance with the standards set out in Figure 12.
2. Car parking provision will take into consideration the site location, type and mix of uses, car ownership levels, availability of local services, facilities and public transport, and highway and user safety issues, as well as ensuring appropriate parking for people with impaired mobility.¹
3. The Council will encourage innovative solutions to car parking, including shared spaces where the location and patterns of use permit, and incorporation of measures such as car clubs and electric charging points.
4. Residential garages will only be counted towards car and cycle parking provision where they meet a minimum size requirement.²
5. All parking provision must be provided in a manner that accords with Policy HQ/1 and the developer must provide clear justification for the level and type of parking proposed in the Design and Access Statement and/or Travel Plan.

¹ *Minimum levels of car parking for people with impaired mobility will be required in accordance with national guidance. Detailed advice on the provision and design of parking for disabled car users can be found in Traffic Advisory Leaflet 5/95 (Department for Transport (DfT)), Inclusive Mobility: A Guide to Best Practice on Access to Pedestrians and Transport Infrastructure, (DfT, 2005) and BS 8300: Design of buildings and their approaches to meet the needs of disabled people Code of practice (British Standards Institute, 2009).*

² *Minimum size of residential garage (or car port) should be 3.3 m x 6 m for a car, with an additional 1 m at the end and/or 650-750mm at the side of a garage to park cycles.*

10.20 South Cambridgeshire is a mainly rural district and many remoter areas are quite isolated with limited public transport, therefore the car has a role in improving access to local services and facilities. At the same time, nearly all of South

Cambridgeshire is within reasonable cycling distance of a market town or Cambridge. Car and cycle parking can be used as part of a comprehensive approach to encouraging use of more sustainable modes of travel, whilst recognising that car ownership levels are expected to continue rising until 2021.

- 10.21 Provision of car parking has a significant influence on the design of development and the amenity of its eventual occupiers. Under provision of car parking may lead to inappropriate on-street car parking, creating potential highway safety problems and unsightly street environments, whilst over provision may equally result in unsightly, and sometimes unsafe, car dominated developments. A balance needs to be struck to ensure sufficient parking is provided in the right locations whilst not creating excessive provision which will undermine sustainability objectives to reduce travel by car.
- 10.22 The Government's Residential Car Parking Research shows that allocating car parking spaces to individual properties reduces the efficiency of car parking provision across the whole development, as not all households own a car. A combination of allocated and unallocated spaces provides greatest flexibility in providing appropriate levels of parking. As a guide, at least one space should be allocated within the curtilage of the residential property, which would provide householders with access to their property to charge electric vehicles.
- 10.23 The car parking standards in Figure 12 are indicative, providing a guide to developers as part of a design-led approach whereby car parking provision is tailored to reflect the specific development in terms of its location (whether there are local services available which may reduce the need to travel long distances by car), the density of development, the mix of uses proposed, together with consideration of any 'smart' measures being incorporated into the development, (such as car clubs), which may reduce the level of need for private car parking. The Council will encourage innovative solutions such as shared parking areas, for example where there are a mix of day and night uses, car clubs and provision of electric charging points. The developer must provide clear justification for the level and type of parking proposed in the Design and Access Statement and/or Travel Plan, and will need to demonstrate they have addressed highway safety issues.
- 10.24 Provision of cycle parking to at least the minimum standards in Figure 12 will assist in encouraging more people to cycle for some journeys in that they will be assured of a safe and secure place to park their bicycle at each end of their journey. For residential purposes cycle parking should be within a covered, lockable enclosure; for houses this could be in the form of a shed or garage, for flats either individual lockers or cycle stands within a lockable, covered enclosure are required. For all other developments cycle parking should be covered and in a convenient, secure location, with visitor parking located as near as possible to the main entrance of buildings. All cycle parking should be designed and located to minimise conflict between cycles, pedestrians and vehicles. Some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards for a multi-purpose site is likely to result in a duplication of provision. Guidance on the design and dimensions of cycle racks or stands will be provided in a [District Design Guide](#) Supplementary Planning Document (SPD).
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10.25 Recent experience in South Cambridgeshire shows that residential garages provided in new developments are often too small to accommodate modern, larger, cars and householders frequently use garages for storage, due to inadequate storage provided within homes. Garages will only be considered as part of the car parking provision where they are of a minimum size, particularly if they are also being counted as providing secure parking for cycles. Where a single garage provides the only parking space within the curtilage of the property, a planning condition may be applied to prevent its loss, for example, through conversion into a habitable room.

Figure 12: Parking Provision

Use Class / nature of activity	Indicative Car Parking Provision (gross floor area)	Minimum Cycle Parking Provision (gross floor area)	Notes
RETAIL AND FINANCIAL SERVICES			
A1: Retail (food)	1 space per 14 m ²	1 space per 25 m ²	Most single shops need short stay parking in front of shop. Rear parking for longer stay / staff parking. Where on-site parking is not possible 1 space per 28 m ² sales area is a good average for increase in on-street parking demand in peak times.
A1: Retail (non-food)	1 space per 20 m ²	1 space per 25 m ²	
A1: Retail warehouses	1 space per 25 m ²	1 space per 25 m ²	
A2: Financial and professional services	1 space per 2 m ²	1 space per 30 m ²	
FOOD AND DRINK			
A3: Restaurants, snack bars, cafes and roadside restaurants*	1 space per 5 m ²	1 space per 10 m ²	* Roadside restaurants on trunk roads or other main roads, often attached to petrol stations.
A3: Transport cafes	2 lorry spaces per 3 seats		Essential all commercial vehicles can enter and leave the site in forward gear.
A4: Pubs and bars	1 space per 10 m ²	1 space per 20 m ²	
A5: Take-aways (hot food)	On merit	On merit	
A: Sui Generis (including retail warehouse clubs, laundrettes, amusement centres)	7 spaces per 10 employees	On merit	

Use Class / nature of activity	Indicative Car Parking Provision (gross floor area)	Minimum Cycle Parking Provision (gross floor area)	Notes
A: Sui Generis (including shops selling / displaying motor vehicles, taxi / car hire business, petrol filling stations)	1 space per 45 m ² display area, 1 per staff, 1 per 35 m ² for motor service centre and 1 per 20 m ² retail floor area at petrol filling stations plus space for requirements of servicing.	On merit	
BUSINESS			
B1: Business	1 space per 25 m ² (under 2,500 m ²) 1 space per 30 m ² (over 2,500 m ²)	1 space per 30 m ²	
B2: General Industrial	1 space per 50m ²	1 space per 40 m ²	
B8: Storage and Distribution	1 space per 100 m ²	On merit	Provision should take account of duration of storage.
COMMUNAL ACCOMMODATION			
C1: Hotels (including hotels, boarding and guest houses)	13 spaces per 10 guest bedrooms	1 space per 2 members of staff working at the same time	Includes staff parking and allowance has been made for use of bars, restaurants and function rooms by general public.
C2: Residential Institutions (hospitals)	1 space per 4 staff plus 1 per 3 daily visitors.	To be determined according to the needs of each proposal	
C2: Residential Institutions (nursing / convalescent homes)	1 space per residential staff plus 1 per 3 bed spaces	1 space per 2 staff working at the same time	
C2: Residential Institutions (residential schools and colleges)	On merit	On merit	
C3: Residential Dwellings	2 spaces per dwelling – 1 space to be allocated within the curtilage	1 space per bedroom	Additional provision may be needed for visitors, service vehicles, salesmen.

Use Class / nature of activity	Indicative Car Parking Provision (gross floor area)	Minimum Cycle Parking Provision (gross floor area)	Notes
COMMUNITY FACILITIES			
D1: Non-residential institutions (pre-schools, crèches and nurseries)	1.5 spaces per 2 staff	1 space per 2 staff working at the same time	
D1: Non-residential institutions (primary & secondary schools)	1 space per 2 staff plus waiting facilities / 1.5 spaces per classroom	A rate of 30% for pupils over 5 and 60% for pupils over 12 years	
D1: Non-residential institutions (non-residential colleges)	1 space per 2 staff plus 1 space per 15 students	University development 100% for the number of pupils using the building at any one time	
D1: Non-residential institutions (health centres and clinics)	1 space per 2 staff plus 2 per consulting room	2 spaces per consulting room	
D1: Non-residential institutions (churches)	1 space per 4 seats or 1 per 8 m ²	1 space per 15 m ²	If site includes church hall, use D2 public assembly standard)
D2: Assembly and leisure (places of public assembly including village halls and community centres)	1 space per 4 seats or 1 per 8 m ²	1 space per 3 seats	Facilities which serve a wider hinterland rather than a primarily local function should be assessed on merit.
D2: Assembly and leisure (cinemas / conferences)	1 space per 5 seats	1 space per 3 seats	
D2: Assembly and leisure (leisure)	1 space per 22 m ² (over 1,000 m ²)	1 space per 25 m ² (net floor area) and for every 15 seats for spectators	

Rail Freight

Policy TI/4: Rail Freight and Interchanges

1. In order to promote the use of rail for freight movements, freight interchange facilities will be permitted where they accord with other relevant proposals of this plan.
2. Existing rail freight facilities and sidings at Duxford, Foxton, Fulbourn and Whittlesford will be safeguarded.

- 10.26 Cambridgeshire's roads already have higher than the national average heavy commercial vehicle traffic and freight traffic is predicted to quadruple by 2030. The use of inappropriate routes can have considerable impacts on villages. Given the importance of supporting the economic prosperity of the Cambridge area and existing levels of congestion, it is important that existing freight interchange sites are protected.
- 10.27 Rail has an important role in the movement of freight. There is a general acceptance that the transfer of freight from road to rail will provide significant environmental improvement and will help to develop sustainable distribution. Whilst only some of the rail freight sites in the district are in operation, the remaining are maintained. New and upgraded existing facilities can help make the railway more attractive to potential users. It is therefore important to retain and safeguard existing rail freight facilities within the district.
- 10.28 A Transport Safeguarding Area has been designated in the [Cambridgeshire and Peterborough Minerals and Waste Local Development Framework](#) for the Foxton Sidings and the branch railway line to Barrington to enable the import of materials by rail for the partial fill and restoration of the quarry.

Aviation-Related Development Proposals

Policy TI/5: Aviation-Related Development Proposals

1. In assessing any planning applications for new airfields or flying sites, or for the expansion or intensification of use of any existing airfields or flying sites, the Council will take account of the following factors:
 - a. The economic, employment or emergency services advantages likely to accrue to the area;
 - b. The likely noise impact of the proposal on local residents and the users / occupiers of any other noise-sensitive buildings in the area, including (where relevant) any cumulative impacts of flying in the area;
 - c. The accessibility of the site in relation to the transport infrastructure;
 - d. The effect of the proposal on nature conservation interests;
 - e. The impact of the proposal on the landscape, including the effects of any lighting that would form a necessary part of the scheme;
 - f. Any resulting increase in the range of recreation provision;
 - g. Any safety issues arising from the proposal, including the safety of users of public rights of way close to, or crossing, the site;
 - h. The effect of the proposal on sites with potential for renewable energy generation.
2. Aircraft noise impacts, including engine testing, will usually need to be assessed in terms of aircraft noise exposure contours values for daytime and night-time using the noise exposure index (L_{Aeq}, 16hr - 0700 to 2300hrs / L_{Aeq}, 8hr - 0700 to 2300hrs) supplemented as appropriate by other considerations such as a single event levels (SEL) of individual events.
3. In assessing the impact of noise, consideration will be given, where relevant, to the types of flying activities that are proposed at the site (or are likely to be associated with it), e.g. aerobatics, aero-towing, ballooning, flying training (including ab-initio flights), helicopters, historic aircraft, parachuting, and special event days. Applicants will be required to state what types of flying activities are proposed, and on what scale.

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4. Other factors relevant to a judgement as to whether or not a development would give rise to an unacceptable amount of noise could be:
 - i. The type and weight of aircraft to be operated from the airfield;
 - j. The total number of proposed movements in and out of the airfield;
 - k. The type of aircraft activities proposed including any touch-and-go movements or circuit training;
 - l. The proposed total number of daily movements;
 - m. The proposed hours of operation.
5. Where necessary or appropriate, conditions may be imposed to cover these and any other essential matters. In certain cases such conditions may allow for a limited number of exceptions above the imposed restriction.
6. In all cases the Council will require applicants to state whether their proposals are intended to provide for these kinds of activities and, if so, to describe their intended scale. In appropriate cases the significance of any potential adverse impact on quality of life / amenity arising from proposed flying activities may be assessed:
 - n. By the use of on-site demonstrations;
 - o. By the imposition of a temporary permission to give a reasonable 'trial run' during which a careful programme of monitoring will be undertaken.
7. In the case of small airfields / airstrips in tranquil rural areas a special case would have to be demonstrated to justify the granting of planning permission for development that would generate activities of a type (or on a scale) that would be materially at odds with a primarily recreational function and low level of activity.
8. Where planning permission is granted conditions may be imposed in appropriate circumstances to restrict matters such as:
 - p. The total number of take-offs and / or touch-and-go movements (normally on a daily maximum basis);
 - q. The types or weights of aircraft to be operated; and
 - r. The hours of operation of the site.

10.29 South Cambridgeshire has a long association with flying and, in addition to Cambridge Airport there are a number of established aerodromes and smaller airfields in the district. Aviation contributes to national, regional and local economies and there are a number of industries established on local airfields. However, airfields can also raise environmental issues which need careful consideration to balance the different interests that can be in conflict. In particular, noise resulting

from flying activities has been a source of complaints in the past and is still a very sensitive issue in some areas of the district.

- 10.30 Policy TI/5 is intended to provide a flexible framework within which any individual proposal can be considered in the light of all the particular local circumstances. Aircraft noise will usually be assessed in terms of the daytime noise exposure index supplemented as appropriate by other considerations such as the maximum noise level of individual events. It may also be necessary to adopt acceptability criteria for the noise exposure level appropriate to local circumstances, for example to account for public perception of increased annoyance where local background noise conditions are unusually low or where flying activities are already experienced from the use of other local airfields.
- 10.31 Certain types of flying activity may result in a different level or type of potential impact from that caused by conventional modern aeroplanes taking part in 'normal' flights. Such disturbance may often (but not always) be more severe.
- 10.32 It will be helpful in the determination of planning applications if the promoters of any proposal are able to demonstrate the existence (or proposed existence) of a local liaison committee comprising representatives of a suitable range of interested local bodies. The completion of a Section 106 planning obligation may be an appropriate way of demonstrating this commitment.

Cambridge Airport

Policy TI/6: Cambridge Airport Public Safety Zone

Within the Cambridge Airport Public Safety Zone, identified on the Policies Map, there is a general presumption against new development or changes of use except for a change of use which could not reasonably be expected to increase the numbers of people living, working or congregating on the land.

- 10.33 The Annex to Department for Transport Circular 1/2010, Control of Development in Airport Public Safety Zones requires such zones be safeguarded and identified in development plans. Public safety zones have been established around Cambridge Airport. Within this area development is restricted whilst the airport is operational in order to minimise the number of people at risk of death or injury in the event of an aircraft crash on take-off or landing.

Lord's Bridge Radio Telescope

Policy TI/7: Lord's Bridge Radio Telescope

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

10.34 The international importance of the Mullard Radio Astronomy Observatory at Lord's Bridge must be safeguarded. The Observatory contains unique radio and optical telescopes operated by the Universities of Cambridge and Manchester / Jodrell Bank. The telescopes measure signals that are very weak, and hence highly susceptible to many forms of interference, specifically electrical interference, light pollution and mechanical vibration from domestic, industrial plant and other sources such as vehicles and aircraft. Arrangements are made to consult the University of Cambridge about the technical consequences for the Observatory of proposed development. Harm caused to the Observatory will be overcome with the use of conditions or planning obligations to regulate the installation and use of equipment likely to interfere with the operation of the Observatory.

Provision of Infrastructure and Services

Policy TI/8: Infrastructure and New Developments

1. Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The nature, scale and phasing of any planning obligations and/or Community Infrastructure Levy (CIL) contributions sought will be related to the form of the development and its potential impact upon the surrounding area.
2. Contributions may also be required towards the future maintenance and upkeep of facilities either in the form of initial support or in perpetuity in accordance with Government guidance.

10.35 The NPPF requires Local Plans to consider a wide variety of infrastructure needs, including transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat), health, security, community and cultural infrastructure and other local facilities.

10.36 The Council's [Infrastructure Delivery Study \(IDS\)](#), produced in partnership with Cambridge City Council, explores infrastructure needs and costs, when and where infrastructure will need to be provided, the scale of funding needed to achieve this, and potential sources of funding. The IDS identifies infrastructure critical to the delivery of the Local Plan.

10.37 Infrastructure provision will be funded through a number of sources. Mainstream funding, such as the County Council's capital programmes, service providers' investment programmes, and Government grant will contribute to infrastructure spending. However, developer funding, such as planning obligations and CIL, are an important additional resource for locally determined priorities.

10.38 CIL is the Government's preferred mechanism for securing developer contributions towards local and strategic infrastructure improvements and, where possible, the Council intends using CIL to fund offsite provision of facilities and services.

10.39 The provisions contained with the CIL Regulations mean that agreements under Section 106 of the Town and County Planning Act 1990 will revert back to their original intention and mitigate site specific impacts only. In certain circumstances it may be appropriate for the Council to secure planning obligations in addition to CIL where, in accordance with CIL Regulation 122, the obligation is:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

10.40 The Council will consult on and publish an infrastructure list under CIL Regulation 123 which will clearly set out those items the Council intends spending CIL receipts on. Under the CIL Regulations the Council will be unable to secure planning obligations for items of infrastructure on the Regulation 123 list thereby providing clarity to developers and land owners that no 'double counting' will occur (i.e. the Council will not secure a financial contribution through a section 106 agreement towards a piece of infrastructure that it could fund through CIL receipts).

10.41 Should the Council revise the Regulation 123 list, it is to ensure that these changes are clearly explained and subject to appropriate local consultation. Should the Council not introduce a CIL Charging schedule, a CIL charging schedule is later withdrawn or the CIL Regulations are later repealed the Council will produce a Planning Obligations SPD to detail the specific infrastructure requirements from new development.

10.42 Contributions may be necessary for some or all of the following:

- Affordable housing, including for Key Workers;
- Education (including nursery and pre-school care);
- Health care;
- Public open space, sport and recreation facilities (including Strategic Open Space);
- Improvements (including infrastructure) for pedestrians, cyclists, equestrians, highways and public and community transport;
- Other community facilities (e.g. community centres, youth facilities, library services social care, and the provision of emergency services);
- Landscaping and biodiversity;
- Drainage / flood prevention;
- Waste management (pursuant to the Cambridgeshire & Peterborough Minerals and Waste Development Plan);
- Arts and cultural provision;
- Community development workers and youth workers;
- Other utilities and telecommunications;
- Preservation or enhancement of the historic landscape or townscape.

10.43 Depending on the nature of the services and facilities, contributions may also be required to meet maintenance and/or operating costs either as pump priming or in perpetuity, provided through an obligation.

10.44 Development can create additional demands for physical infrastructure and social facilities, as well as having impacts on the environment. In such cases planning obligations will be required, in accordance with government guidance, to make the necessary improvements, provide new facilities, or secure compensatory provision for any loss or damage created. Such obligations will take account of the wider needs of the Cambridge Sub-Region, in order to achieve wider planning objectives, with contributions pooled where appropriate to meet strategic requirements. In such cases, the nature and scale of contributions sought will be related to the size of the scheme and the extent to which it places additional demands upon the area.

Waste Infrastructure

- 10.45 Cambridgeshire County Council is responsible for minerals and waste planning in Cambridgeshire. The [Cambridgeshire and Peterborough Minerals and Waste Plan](#) was recently adopted, the Core Strategy in July 2011 and Site Specific Proposals Plan in February 2012. There is also an adopted Policies Map, which shows allocated sites and areas of search for future minerals and waste facilities, and safeguarding areas for existing and future facilities.
- 10.46 The Site Specific Proposals Plan includes areas of search for waste recycling and recovery facilities at Cambridge Northern Fringe East, Cambridge East (the airport site and North of Newmarket Road), and Northstowe.

Education

Policy TI/9: Education Facilities

1. Local circumstances, including increasing pressure on provision of places, must be taken into account when assessing proposals for education facilities in order to achieve the most sustainable development. In addition, new or enhanced education facilities should:
 - a. Improve the scale, range, quality and accessibility of education provision;
 - b. Be appropriately located to the community they serve;
 - c. Mitigate the impact of any associated residential development; and
 - d. Comply with the strategic objectives of Cambridgeshire County Council, the local Children's Services Authority, and/or the ambition of the community they serve.
2. The Council will work with the County Council to provide high quality and convenient local education services in all parts of the district, but particularly in areas of population growth.
3. Developers should engage with the Children's Services Authority at the earliest opportunity and work co-operatively to ensure the phasing of residential development and appropriate mitigation is identified in a timely manner to ensure appropriate education provision can be secured.
4. Planning permission will be granted for new education facilities in locations accessible by walking, cycling and public transport, where this will meet an existing deficiency or support regeneration or new development.

- 10.47 Cambridgeshire County Council is the local Children's Services Authority. It has the statutory duty, established through the Education Act 1996, to secure sufficient places in state funded schools for all children and young people of statutory school age (5-16 years of age) who want one. The Childcare Act 2005 and Education Act 2011 introduced the duty on local authorities to commission sufficient early years and post-16 provision respectively. In addition, the Education Act 2011 cemented a shift in the County Council's role as that of commissioner rather than as a direct provider of school places. Within this commissioning role there is enhanced emphasis on the County Council working in partnership with a wide variety of education providers. Both the County Council and the schools in Cambridgeshire recognise the importance of maintaining their long-established working relationships and working practices in order to ensure that the needs of Cambridgeshire's residents, both current and those who will live in new communities, are addressed.
- 10.48 Easy access to good quality educational provision is important for supporting economic growth, developing strong sustainable communities and promoting economic prosperity. It is therefore appropriate for new residential development to contribute towards the cost of education provision, either towards the expansion of existing facilities, or in some cases towards the funding of a new school, in line with Policy TI/8. Developers of residential sites should engage with the Children's Services Authority at the earliest opportunity to ensure appropriate education provision is delivered in a timely manner.
- 10.49 Education facilities comprises those providing early-years and childcare, primary, secondary and further education places for all children and young people aged 0-19 and up to 25 for those with Special Educational Needs and/or disabilities,. Higher education and other types of education such as private language schools are not included in this definition of education.
- 10.50 To ensure consistency and equity in school place planning across Cambridgeshire, the County Council has adopted principles to underpin its duty in respect of the commissioning school places. Although recent legislative and policy changes have resulted in a different approach to education planning, the principles set out below remain appropriate:
- New schools and expansions of existing schools should provide high quality education provision; and
 - There should be minimal disruption to existing communities as a result of changes in provision; and
 - Schools should play a central role in the communities they serve; and
 - Schools should be located, where possible within the statutory walking distance of the communities they serve:
 - 2 miles for primary aged pupils (4-10 years old); and
 - 3 miles for secondary aged pupils (11-15 years old).
- 10.51 The education infrastructure required to mitigate the impact of the residential allocations originally identified in the Local Development Framework have been identified. However, the new schools identified will only mitigate the impact of developments they serve. The sites that have been secured will not allow for the schools to expand in response to demand arising from additional residential
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allocations in the Local Plan. Therefore, appropriate sites, and/or alternative solutions, will need to be secured to be agreed with the Children's Services Authority in order for the education impact of further new housing developments to be appropriately mitigated.

10.52 The Council will work with the County Council (and neighbouring County Councils, as appropriate), as the local education authority, to ensure that school places are made available to all new residents in appropriate locations and in a timely manner, including regular partnership reviews of where school places will be needed in the future. Educational facilities will be expected, where appropriate and/or possible, reflecting on the County Council's commissioning role, to include provision for community use, for example through making multi-use facilities accessible to the wider community.

10.53 New education facilities should be located in highly accessible locations with good quality footpaths and cycleways to encourage sustainable travel to and from the school by teachers, parents and pupils.

Broadband

Policy TI/10: Broadband

New development (residential, employment and commercial) will be expected to contribute towards the provision of infrastructure suitable to enable the delivery of high speed broadband services across the district. As a minimum, suitable ducting to industry standards should be provided to the public highway that can accept fibre optic cabling or other emerging technology. Other forms of infrastructure, such as facilities supporting mobile broadband and wi-fi, should be included where possible and viable.

10.54 Broadband is a key infrastructure element for the district. Increasing broadband coverage in rural areas will encourage local enterprise, give more people the flexibility to work from home, save transport costs and reduce congestion. Wider access to broadband will also bring opportunities to provide health, education and public services in better ways. This includes supporting elderly and vulnerable people so they can live independently, and helping young people and adult learners to develop the skills they need to succeed. Support implementation of the South Cambridgeshire [Economic Development Strategy](#) and the Cambridgeshire and Peterborough Broadband Plan, prepared by the Connecting Cambridgeshire partnership.

