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Date: 26/09/2024

Dear Pampisford Neighbourhood Plan Team

COMMENTS ON DRAFT PAMPISFORD NEIGHBOURHOOD PLAN

On behalf of Cheveley Park Farms Ltd which controls some land (known as The Babraham Estate) within the Pampisford Neighbourhood Plan Area please find below our comments on the Neighbourhood Plan consultation.

Introduction

The attached plan extract (Map 5 on page 15 of the NP on planning constraints) shows land within the NP designated area which is subject to planned transport infrastructure, namely CSET. This Transport infrastructure project is planned within the land identified (in pink) and needs to be identified within the draft NP. The NP seeks to guide development within the plan period 2024 and 2041. The CSET proposal is planned to be constructed and operational within the next couple of years, well within the timescale and thus should be included within the NP document.

What is CSET?

Cambridge South East Transport: The proposed new public transport route and travel hub planned by the Greater Cambridge Partnership which would link the Cambridge Biomedical Campus via Great Shelford, Stapleford and Sawston to a new travel hub near the A11/A1307 with connections to the Babraham Research Campus and Granta Park.

Paragraph 3.26 of the Spring Budget Statement (red book) on 6 March 2024 states '*£10.2 million is being invested to support the development of the Cambridge Biomedical Campus, Europe's leading centre for medical research and health science. £7.2 million of this will unlock improvements to local transport connections for the Cambridge Biomedical Campus and the city, and £3 million is for Cambridge University NHS Trust to support plans for growth.*'

On 7 March 2024 the Cambridgeshire & Peterborough Combined Authority and Cambridgeshire County Council issued the below joint statement in response to the Chancellor's Spring Budget:

'Cambridgeshire remains one of the fastest growing areas in the UK. As a net contributor to the Exchequer, if our region thrives, the whole country benefits. But we are not complacent, we support the Government's ambition to solidify Cambridge as a global life sciences superpower. Transport is a limiting factor to our region's growth. We welcome the Government providing £7.2 million for the next phase of developing the Cambridge South East Transport (CSET) programme, ensuring the Cambridge Biomedical Campus is connected and accessible as it grows.'



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Safeguarding land for public transport corridors and related land is a policy mechanism to ensure land which has been identified for development in the future is protected from conflicting development and applied in the production of development plans including NP's.

The Draft NPPF

The new government's Draft National Planning Policy Framework (NPPF July 2024) includes a number of relevant policy requirements in plan-making in this regard.

At paragraph 32 relating to preparing and reviewing plans it clearly states that *'The preparation and review of all policies should be underpinned by relevant and up-to-date evidence.'*

Paragraph 106 states that *'Transport issues should be considered from the earliest stages of plan making.'*

This continues in paragraph 107 which states that *'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*

Paragraph 108 describes how *'Planning policies should:*

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice

e) provide for any large scale transport facilities that need to be located in the area (including public transport projects) , and the infrastructure and wider development required to support their operation.'

Paragraph 153 states that *'Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are: c) local transport infrastructure which can demonstrate a requirement for a Green Belt location.'*

Greater Cambridge Partnership Executive Board

The Greater Cambridge Partnership Executive Board Meeting on 2 October will consider CSET at Item 10. The report recommends the following actions are taken:

6. Recommendations (key elements for CSET in bold)

6.1. The Executive Board is recommended to: a) Note the March 2024 Budget, and the funding allocation of £7.2m for promotion of the CSETS, together with the recent and ongoing discussions held with MHCLG; b) Note the updated Business Case for the scheme; c) Approve the commencement of the early delivery of the physical elements of the CSETS along Francis Crick Avenue, in order to support the opening of Cambridge South station; d) Approve the request to Cambridgeshire County Council for the submission of a Transport Works Act Order (TWAO), with the GCP working closely with Cambridgeshire County Council as the Highways Authority; and e) Approve the finalisation of the necessary documentation for a TWAO application, if approved by Cambridgeshire County Council.

10. Next Steps and Milestones

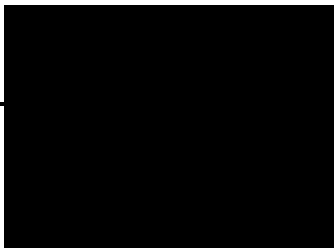
10.1 The next steps in the development of the project include Seeking TWAO Approval from CCC Full Council to submit the TWAO October 2024. Submit application for statutory consent. The power to construct the scheme will come from a TWAO which would be determined by the Secretary of State for Transport. This process is likely to include a Public Inquiry directed by an independent Inspector. The Inquiry may recommend amendments to the scheme in order to address concerns raised. Application to be submitted in Autumn 2024 with a determination period estimated of around 18 months – works completed early 2026.


Summary

Planned Transport projects and associated infrastructure serving wider benefit is required to be identified within development plans which are being progressed in particular when such proposals are to be delivered within the plan period set by a development plan namely the Pampisford NP.

We look forward to discussing any queries you may have on the information above.

Kind regards




Partner, Planning

Enclosures: Map showing land subject to planned transport infrastructure.