

For office use only

Agent number:

Representor number:

Representation number:



Greater Cambridge Local Plan Issues and Options 2020 Consultation

Response Form

This form has two parts to complete (please use black ink):

Part A – Your Details

Part B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or Localplan@greatercambridgeplanning.org

All comments must be received by 5pm on Monday 24 February 2020.

Data Protection

We will treat your data in accordance with our [Privacy Notices](#). Information will be used by South Cambridgeshire District Council and Cambridge City Council solely in relation to the Greater Cambridge Local Plan Issues and Options 2020. Please note that all responses will be available for public inspection and cannot be treated as confidential. Comments, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'.

Do you wish to be kept informed about future stages of the Greater Cambridge Local Plan?

Please tick: Yes No

Part A – Your Details

Please note that we cannot formally register your comments without your details.

Note: If you wish to make quick comments without providing your details, at this early stage in the plan making process you can do so directly on the website, providing just an email contact if you would like to be kept informed of further stages in the process, at www.greatercambridgeplanning.org/local-plan

Name: [REDACTED]	Agent's name: Rob Hopwood
Name of organisation: [REDACTED] (if applicable)	Name of Agent's organisation: [REDACTED] (if applicable)
Address: [REDACTED]	Agent's Address: [REDACTED]
Postcode: [REDACTED]	Postcode: [REDACTED]
Email:	Email:
Tel:	Tel:

Signature:	Date: 20/02/2020
If you are submitting the form electronically, no signature is required.	

Greater Cambridge Local Plan – Issues and Options 2020

Please find attached our answers to the following questions:

Question 2: Please submit any sites for employment and housing you wish to suggest for allocation in the Local Plan. Provide as much information and supporting evidence as possible.

Question 8: How should the Local Plan help us achieve net zero carbon by 2050?

Question 14: How do we achieve biodiversity net gain through new developments?

Question 16: How should the Local Plan help us achieve 'good growth' that promotes wellbeing and social inclusion?

Question 24: How important do you think continuing economic growth is for the next Local Plan?

Question 25: What kind of business and industrial space do you think is most needed in the area?

Question 26: Do you think we should be protecting existing business and industrial space?

Question 27: How should we balance supporting our knowledge-intensive sectors with creating a wide range of different jobs? What kind of jobs would you like to see created in the area?

Question 28: In providing for a range of employment space, are there particular locations we should be focusing on? Are there specific locations important for different types of business or industry?

Question 37: How should we encourage a shift away from car use and towards more sustainable modes of transport such as public transport, cycling and walking?

Question 38: What do you think the priorities are for new infrastructure?

Question 42: Where should we site new development?

Question 48: What do you think about siting development along transport corridors?

Part B – Your Response

Document details:	
<p>Which document are you commenting on? (please tick)</p>	<p><input checked="" type="checkbox"/> Greater Cambridge Local Plan Issues and Options 2020</p> <p><input type="checkbox"/> Sustainability Appraisal of Issues and Options</p> <p><input type="checkbox"/> Sustainability Appraisal Scoping Report</p> <p><input type="checkbox"/> Habitat Regulation Assessment Scoping Report</p>
<p>Question / Paragraph / Figure (Please state)</p>	<p>Q2</p>

Comments:

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Please use a separate response form for each question you are responding to.

Q2 - Please submit any sites for employment and housing you wish to suggest for allocation in the Local Plan. Provide as much information and supporting evidence as possible.

Lolworth Developments Ltd (LDL) has submitted a 100ha employment site proposal to the 'Call for Sites' Consultation in March 2019. LDL will not repeat the exercise by completing the 'Additional Sites and Broad Locations - Response Form - Issues and Options 2020'. However, LDL has supplied additional information in support of the proposal which seeks to secure an employment site allocation in the GCLP. The supporting information consists of:-

- Individual representations to relevant questions in the 'First Conversation' document (separate forms);
- An updated strategic case report demonstrating the need for this employment land proposal in this ideal location;
- A Vision document which captures the essential issues and benefits delivered by the proposal;
- A response to the Sustainability Appraisal (SA) of the Issues and Options document.

LDL wants to plan and deliver an exemplar development which meets with the policy and quality mission on the 3C's which the GCLP is advocating. LDL is ready and willing to discuss how and when this exemplar proposal can be delivered. The conclusions of CPIER strongly suggests sooner rather than later.

Summary

Lolworth Developments Ltd (LDL) has submitted a 100ha employment site to the 2019 'Call for Sites' consultation. LDL now provides further supporting evidence to demonstrate the Bar Hill site is the right proposal of the right scale in the right location. It is close to Cambridge on the A14 travel corridor improvements and outside the green belt. It will deal with future business for the 'final mile' in and out of Cambridge. Please see supporting evidence.

Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

Please see summary above.

Completed response forms must be received by 5pm on Monday 24 February 2020.

Email: Localplan@greatercambridgeplanning.org or post it to:

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Cambourne Business Park
Cambourne
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Part B – Your Response

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<p>Question / Paragraph / Figure (Please state)</p>	<p>Q8</p>

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Please use a separate response form for each question you are responding to.

Q8 - How should the Local Plan help us achieve net zero carbon by 2050?

Lolworth Developments Ltd (LDL) has submitted a 100ha employment site proposal to the 'Call for Sites' consultation in March 2019. LDL has submitted further supporting evidence as to why the site is the best location to serve the area and the 'final mile' into Cambridge. See Strategic Case Report and Vision Document submitted under Q2.

The increased focus on climate change is welcomed. Climate change policy and good practice is changing quickly, and the plan will need to build in suitable flexibility to accommodate these changes within the lifetime of the plan. Climate change scenarios predict extensive changes by 2050, much of which is dependent on government and human action so there is substantial uncertainty over outcomes.

A needlessly stringent policy may inadvertently impede progress towards later years in the plan, or undermine results by not allowing for site-specific refinement. For example, policy for electric vehicle charging points should be sufficiently flexible to accommodate that quickly changing technology, as well the current grid challenges in implemented EV charging places. Energy policies should include flexibility for changing legislation, and technology, as well as the opportunity to refine a plan-wide policy for site specifics. As the Zero Carbon Futures Symposium Report (2019) submitted within the evidence base notes on page 10: where targets are too limited, and without consideration of project contexts, policy can drive dysfunctional behaviour such as photovoltaic solar panels being installed on North facing roofs merely to achieve policy compliance not to produce effective carbon reductions.

Allowing for changing technologies and approaches should also help with viability as technology and approaches improve and are more widely adopted, thereby reducing costs. Escalating targets and policies may be able to accommodate these changes, while providing clarity to developers on the costs of development over time.

The local plan Sustainability Appraisal (SA) should address variable climate change scenarios, as we would expect that different climate change scenarios will be of interest at examination. Lack of rigorous assessment of these scenarios in the SA could lead to the plan being found unsound.

Summary

The increased focus on climate change is welcomed. Climate change policy and good practice is changing quickly, and the plan will need to build in suitable flexibility to accommodate these changes within the lifetime of the plan. Climate change scenarios predict extensive changes by 2050, much of which is dependent on government and human action so there is substantial uncertainty over outcomes.

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<p>Question / Paragraph / Figure (Please state)</p>	<p>Q14</p>

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<p>Q14 - How do we achieve biodiversity net gain through new developments?</p> <p>Lolworth Developments Ltd (LDL) has submitted a 100ha employment site proposal to the 'Call for Sites' consultation in March 2019. LDL has submitted further supporting evidence as to why the site is the best location to serve the area and the 'final mile' into Cambridge. See Strategic Case Report and Vision Document submitted under Q2.</p> <p>The new Local Plan must ensure that policy in this matter is sufficiently flexible to accommodate the required biodiversity net gain in the most effective and efficient way for each development, with both on-site and off-site solutions possible. Working with developers who can deliver this in taking a holistic approach to sites capable of development.</p> <p>Summary The new Local Plan must ensure that policy in this matter is sufficiently flexible to accommodate the required biodiversity net gain in the most effective and efficient way for each development, with both on-site and off-site solutions possible.</p>

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<p>Question / Paragraph / Figure (Please state)</p>	<p>Q16</p>

Comments:
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<p>Q16 - How should the Local Plan help us achieve 'good growth' that promotes wellbeing and social inclusion?</p> <p>Lolworth Developments Ltd (LDL) has submitted a 100ha employment site proposal to the 'Call for Sites' consultation in March 2019. LDL has submitted further supporting evidence as to why the site is the best location to serve the area and the 'final mile' into Cambridge. See Strategic Case Report and Vision Document submitted under Q2.</p> <p>Policies should highlight wellbeing and social inclusion as a key priority for new developments.</p> <p>Good growth that promotes wellbeing (including health) should be inclusive and include anti-poverty measures including:</p> <ul style="list-style-type: none"> • Energy efficient employment space that delivers low energy and water bills; • Promotion of commercial development and job creation that offers the Living Wage and opportunities for those on lower incomes to increase wages to easily access jobs; • Allow for a wide range of social infrastructure and open space in new developments for improved health outcomes. <p>A spatial strategy that connects homes with jobs; good quality public transport; facilities/services and high-quality open spaces.</p> <p>Assessment of schemes throughout the combined authority areas using a Health Impact Assessment (HIA) methodology that reflects best practice. Thresholds for HIAs should reflect the scale of the scheme and its ability to effect health outcomes.</p>

Develop a policy framework that is based on empirical evidence of how good growth is delivered, rather than rely on policies based on perceived and sometimes unproven determinants of wellbeing and social inclusion. Focus policies on what really makes a difference.

Engagement with the combined authority, county council and CCG to understand community care and primary health care issues and needs, and to ensure facilities are available to deliver funded services.

Summary

Policies should highlight wellbeing and social inclusion as a key priority for new developments.

Good growth that promotes wellbeing (including health) should be inclusive and include anti-poverty measures.

Summary of Comments:

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<p>Question / Paragraph / Figure (Please state)</p>	<p>Q24</p>

Comments:
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<p>Q24 - How important do you think continuing economic growth is for the next Local Plan?</p> <p>Lolworth Developments Ltd (LDL) has submitted a 100ha employment site proposal to the 'Call for Sites' consultation in March 2019. LDL has submitted further supporting evidence as to why the site is the best location to serve the area and the 'final mile' into Cambridge. See Strategic Case Report and Vision Document submitted under Q2.</p> <p>It is essential to Greater Cambridge and the surrounding area as identified by CPIER (Cambridgeshire and Peterborough Independent Economic Review). As part of the devolution contract to Cambridgeshire and Peterborough is a commitment to doubling the economic output of the area (Gross Value Added) over 25 years. This is a challenging target and needs to be a major factor at the heart of the Plan.</p> <p>Summary It is essential to Greater Cambridge and the surrounding area as identified by CPIER (Cambridgeshire and Peterborough Independent Economic Review). As part of the devolution contract to Cambridgeshire and Peterborough is a commitment to doubling the economic output of the area (Gross Value Added) over 25 years. This is a challenging target and needs to be a factor at the heart of the Plan.</p>

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<p>Question / Paragraph / Figure (Please state)</p>	<p>Q25</p>

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<p>Q25 - What kind of business and industrial space do you think is most needed in the area?</p> <p>Lolworth Developments Ltd (LDL) has submitted a 100ha employment site proposal to the 'Call for Sites' consultation in March 2019. LDL has submitted further supporting evidence as to why the site is the best location to serve the area and the 'final mile' into Cambridge. See Strategic Case Report and Vision Document submitted under Q2.</p> <p>There is, and will continue to be, a need for a wide variety of space by location, size, function and price needs to be available to support the growth of the local and regional economy, offering choice to meet an occupier's individual needs. There is an acute shortage in the area.</p> <p>"The requirements for physical space, like finance, have stages. What a business needs in its start-up phase is different to its needs as it matures and grows. It is vital, if an innovation ecosystem is to be effective for there to be variety and availability at every stage". More provision is needed.</p> <p>Flexible commercial space in urban and rural areas to support growth of local businesses and strengthen opportunities for local supply chains to engage in the growth industries of the region. Local supply chains are recognised by the UK Government as a means of delivering 'clean growth' (UK Industrial Strategy) as they contribute to the Strategy's mission to halve energy use in new buildings, partly by facilitation of local supply chains.</p> <p>The Science and Technology sector is the engine of the Cambridge Phenomenon that has driven the economy and it will remain an important part of the local economy and job market. Alongside, it is important to have all types of commercial space to provide for a wide range of job opportunities and to serve Greater Cambridge at close quarters to not overly rely on long-distance travel to service the area with goods and services.</p>

Cambridge lacks a distribution hub where goods are consolidated into loads for last mile (5 mile) delivery, thereby reducing the volume of HGVs moving in and through the city and reducing air pollution. Sites along the main distribution arteries, such as the A14, should be considered to avoid local HGV diversion and disruption to local communities. Delivering first-mile-last-mile connections across the Arc is a strategic priority of the Cambridgeshire & Peterborough Industrial Strategy 2019 and recognised in CPIER:

“improving the “last mile” – the ability to move around within the city of Cambridge – is of a higher immediate priority than [these] inter-city links, as their effectiveness will be severely blunted without this” CPIER p80.

All new employment space should be located and built to maximise the health and wellbeing of employees and visitors. Healthy buildings in locations that reduce commute times, improves the sleep and wellbeing of its occupants, contributing significantly to their productivity. Improving productivity is a primary route through which the Greater Cambridgeshire economic expansion objectives of doubling GVA and inclusive growth will be achieved.

“If workers can be more productive, they can bring home more take home pay, which will flow into the local economy. And they will be able to enjoy a higher standard of life. It is this, before anything else, which needs to be looked at to create an inclusive economic future.” CPIER p38

Summary

There is, and will continue to be, a need for a wide variety of space by location, size, function and price needs to be available to support the growth of the local and regional economy, offering choice to meet an occupier’s individual needs:

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<p>Question / Paragraph / Figure (Please state)</p>	<p>Q26</p>

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<p>Q26 - Do you think we should be protecting existing business and industrial space?</p> <p>Lolworth Developments Ltd (LDL) has submitted a 100ha employment site proposal to the 'Call for Sites' consultation in March 2019. LDL has submitted further supporting evidence as to why the site is the best location to serve the area and the 'final mile' into Cambridge. See Strategic Case Report and Vision Document submitted under Q2.</p> <p>A broad range of employment opportunities accessible by active modes of transport (including public transport) needs to be maintained to ensure local jobs are available. All existing space and new allocations should be assessed to understand their suitability for employment uses in the current climate of energy use reduction, the need for local employment, access for the workforce by public transport or active means of travel. Locations which deliver the highest health and wellbeing for workers and surrounding people should be given important consideration. In Cambridge City, where employment sites are allocated for housing, the existing businesses on those sites can be relocated to alternative sites close to Cambridge such as land at Bar Hill.</p> <p>Summary In Cambridge City, where employment sites are allocated for housing, the existing businesses on those sites can be relocated to alternative sites close to Cambridge such as land at Bar Hill.</p>

Summary of Comments:
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Q27 - How should we balance supporting our knowledge-intensive sectors, with creating a wide range of different jobs? What kind of jobs would you like to see created in the area?

Lolworth Developments Ltd (LDL) has submitted a 100ha employment site proposal to the 'Call for Sites' consultation in March 2019. LDL has submitted further supporting evidence as to why the site is the best location to serve the area and the 'final mile' into Cambridge. See Strategic Case Report and Vision Document submitted under Q2.

Whilst the focus of Cambridge is the Science and Technology sector as the driving force of the economy, there is a requirement for a range of job opportunities, in urban and more rural areas. The Local Plan policy framework needs to provide for a full range of opportunities; as planned allocations and windfall employment opportunities.

The CPIER notes a missed opportunity to supply AI, science and technology and bio-medical clusters from within the region: 10.8% of supplies come from within the company's local area (30mile radius) while 27.8% came from overseas. Growing these local supply chains, particularly the high value ones, would help disperse the economic benefits and provide a wide range of different jobs. Availability of suitable sites and premises in excellent locations outside of Cambridge is a key factor in spreading the economic growth.

Other commercial sectors including logistics (storage and distribution use) will be important in providing the necessary balance in offering different types of employment opportunity.

Over the plan period, the GCLP will need a mix of employment sites in scale and offer to cater for employment needs, to provide flexibility for the level of skills available. Large sites for storage and distribution will be a necessity given the changes in the retail sector as internet shopping popularity increases. The Bar Hill site will be key to providing for this sector for the supply chain and which will

balance with the science and tech employment requirements based around the science park campuses. The CPIER report evidence document for the Issues and Options Consultation sets out clearly the imperative employment needs for the area. The Bar Hill site lies between Bar Hill and Northstowe which will provide a local source from which people have the opportunity to work at the Bar Hill site. It should be made clear that the Bar Hill proposal will not compete with the employment offer in Northstowe New settlement.

Summary

Lolworth Developments Ltd's (LDL) 100 ha employment site proposal for storage and distribution use is ideally located close to Cambridge, on the new A14 road improvements and outside of the green belt; to serve the 'final mile' into and out of Cambridge. This proposal will importantly serve the supply chain to provide a specific job offer for the area to balance with the science and tech sector based on the Science Park campuses.

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<p>Question / Paragraph / Figure (Please state)</p>	<p>Q28</p>

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Q28 - In providing for a range of employment space, are there particular locations we should be focusing on? Are there specific locations important for different types of business or industry?

Lolworth Developments Ltd (LDL) has submitted a 100ha employment site proposal to the 'Call for Sites' consultation in March 2019. LDL has submitted further supporting evidence as to why the site is the best location to serve the area and the 'final mile' into Cambridge. See Strategic Case Report and Vision Document submitted under Q2.

The UK industrial Strategy advocates focusing on our strengths, “fostering clusters and connectivity across cities, towns and surrounding areas”. Sites which support these clusters are necessary and could be urban, edge of town or rural.

Locations with high levels of public transport access should be identified for businesses with high employment densities. This would include sites within walking distance of train stations, travel hubs and along transport corridors, showing good connectivity.

“by ensuring good quality public transport is in place before development, the number of those new residents who will use the transport is maximised. This is also likely to be the best way to stretch some of the high-value businesses based within and around Cambridge out into wider Cambridgeshire and Peterborough. These companies will not want to be distant from the city, but these clusters could ‘grow’ out along the transportation links, providing connection to other market towns.”

Different types of employment require appropriate locations dependent upon the nature of the employment sector. The logistics (storage and distribution use) sector requires a location with excellent access to the strategic road network via appropriate junction design, on key transport corridors close to market needs and sources of local workforce in terms of job provision. Thus, LDL has identified the ideal location for storage and distribution together with flexible co-working space on land between Bar Hill and

the new settlement of Northstowe. This location will be important for the 'last mile' in and out of Cambridge, but importantly its location will be attractive to the logistics providers.

Summary

Lolworth Developments Ltd's (LDL) proposal for 100ha employment east of Bar Hill will deliver the best site for logistics based employment use for the 'last mile' in and out of Cambridge. This use requires a location on key transport corridors close to market needs and sources of local workforce in terms of job provision. Thus, LDL has identified the ideal location for storage and distribution together with flexible co-working space on land between Bar Hill and the new settlement of Northstowe. This location will be important for the 'last mile' in and out of Cambridge, but importantly its location will be attractive to the logistics providers.

Summary of Comments:

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Q37 - How should we encourage a shift away from car use and towards more sustainable modes of transport such as public transport, cycling and walking?

Lolworth Developments Ltd (LDL) has submitted a 100ha employment site proposal to the 'Call for Sites' consultation in March 2019. LDL has submitted further supporting evidence as to why the site is the best location to serve the area and the 'final mile' into Cambridge. See Strategic Case Report and Vision Document submitted under Q2.

LDL's proposal for Bar Hill will deliver a 100ha logistics based development for the 'last mile' in and out of Cambridge, to not encourage but rather administer the delivery and collection of packages and goods via a local delivery hub thus ensuring a sustainable future using electric vehicles to do this. LDL is committed to implementing innovations in new technology in all facets and the proposal which will include ease of access by public transport, cycling and walking to and from the site with emphasis on the health and wellbeing benefits for the users and visitors to the site in the provision of walkways, gym, meeting places and enhanced natural features (trees, water, education centre, café etc).

Summary

Lolworth Developments Ltd's (LDL) proposal for 100ha employment east of Bar Hill will deliver the best site for logistics based employment use to serve the 'last mile' in and out of Cambridge.

LDL's proposal for Bar Hill will deliver a 100ha logistics based development for the 'last mile' in and out of Cambridge, to not encourage but rather administer the delivery and collection of packages and goods with a local delivery hub ensuring a sustainable future using electric vehicles to do this. LDL is committed to implementing innovations in new technology in all facets and the proposal which will include ease of access by public transport, cycling and walking to and from the site with emphasis on the health and wellbeing benefits for the users and visitor to the site in the provision of walkways, gym, meeting places and enhanced natural features (trees, water, education centre, café etc).

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Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

Please see summary above

Completed response forms must be received by 5pm on Monday 24 February 2020.

Email: Localplan@greatercambridgeplanning.org or post it to:

Greater Cambridge Shared Planning Policy Team
c/o South Cambridgeshire District Council
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

Part B – Your Response

Document details:	
<p>Which document are you commenting on? (please tick)</p>	<p><input checked="" type="checkbox"/> Greater Cambridge Local Plan Issues and Options 2020</p> <p><input type="checkbox"/> Sustainability Appraisal of Issues and Options</p> <p><input type="checkbox"/> Sustainability Appraisal Scoping Report</p> <p><input type="checkbox"/> Habitat Regulation Assessment Scoping Report</p>
<p>Question / Paragraph / Figure (Please state)</p>	<p>Q38</p>

Comments:
<p>Please provide your response to the Issues and Options question, or views on the section of the other document you are commenting on. Where the question suggests options for the answers please start with indicating your choice (continue on separate A4 sheets(s) if necessary). Please use a separate response form for each question you are responding to.</p>
<p>Q38 - What do you think the priorities are for new infrastructure?</p> <p>Lolworth Developments Ltd (LDL) has submitted a 100ha employment site proposal to the 'Call for Sites' consultation in March 2019. LDL has submitted further supporting evidence as to why the site is the best location to serve the area and the 'final mile' into Cambridge. See Strategic Case Report and Vision Document submitted under Q2.</p> <p>Large developments require energy and drainage capacity appropriate to the scale of development and its usage. LDL's proposal of 100ha employment will deliver a development and its future use which responds to the Council's net zero carbon challenge/policy intent. LDL would like to discuss its planned innovations for building materials, on-site energy production, use and management of water, additional tree planting and digital infrastructure plans.</p> <p>Summary Lolworth Developments Ltd's (LDL) priorities for new infrastructure will respond appropriately to service large developments requiring energy and drainage capacity appropriate to the scale of development and its usage. LDL's proposal of 100ha employment will deliver a development and its future use which responds to the Council's net zero carbon challenge/policy intent. LDL would like to discuss its planned innovations for building materials, on-site energy production, use and management of water, additional tree planting and digital infrastructure plans.</p>

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<p>Question / Paragraph / Figure (Please state)</p>	<p>Q42</p>

Comments:

Please provide your response to the Issues and Options question, or views on the section of the other document you are commenting on. Where the question suggests options for the answers please start with indicating your choice (continue on separate A4 sheets(s) if necessary).

Please use a separate response form for each question you are responding to.

Q42 - Where should we site new development?

Lolworth Developments Ltd (LDL) has submitted a 100ha employment site proposal to the 'Call for Sites' consultation in March 2019. LDL has submitted further supporting evidence as to why the site is the best location to serve the area and the 'final mile' into Cambridge. See Strategic Case Report and Vision Document submitted under Q2.

Given LDL's proposal for a large-scale 100ha logistics based employment development on the strategic highway network close to Cambridge, yet outside the green belt; in ranking the options for Q42 would be as follows:

1. Edge of Cambridge; outside of green belt
2. Public Transport corridors
3. Densification of existing urban area
4. Edge of Cambridge green belt
5. Dispersal new settlements
6. Dispersal villages

Summary

LDL's proposal for 100ha of logistics based employment development at Bar Hill for the 'last mile' in and out of Cambridge will deliver benefits which respond to the prioritised big themes set out on page 82 of 'The First Conversation' including climate change, biodiversity and green space, wellbeing and social inclusion, great places, jobs and infrastructure (see our Vision Document submitted to Q2 and supporting evidence).

Given LDL's proposal for a large-scale 100ha logistics based employment development on the strategic highway network close to Cambridge, yet outside the green belt; in ranking the options for Q42 would be as follows:

1. Edge of Cambridge; outside of green belt
2. Public Transport corridors
3. Densification of existing urban area
4. Edge of Cambridge green belt
5. Dispersal new settlements
6. Dispersal villages

Summary of Comments:

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<p>Question / Paragraph / Figure (Please state)</p>	<p>Q48</p>

Comments:

Please provide your response to the Issues and Options question, or views on the section of the other document you are commenting on. Where the question suggests options for the answers please start with indicating your choice (continue on separate A4 sheets(s) if necessary).

Please use a separate response form for each question you are responding to.

Q48 - What do you think about siting development along transport corridors?

Lolworth Developments Ltd (LDL) has submitted a 100ha employment site proposal to the 'Call for Sites' consultation in March 2019. LDL has submitted further supporting evidence as to why the site is the best location to serve the area and the 'final mile' into Cambridge. See Strategic Case Report and Vision Document submitted under Q2.

LDL's proposal for 100ha logistics based development requires as a necessity a key position on the strategic transport corridor for ease of access and to serve the 'last mile' in and out of Cambridge. Not only will this location support economic benefits out of Cambridge but will benefit inside Cambridge by carbon reducing vehicles using LDL's Bar Hill site as a travel hub and providing relocation opportunities for existing employment sites in Cambridge to make way for housing on those sites allocated for housing in the city area. An additional benefit of LDL's site is that it is not located in the green belt - considered a challenge for new strategic transport infrastructure set out under para 5.3.6 of the First Conversation document.

Summary

LDL's proposal for 100ha logistics based development requires as a necessity a key position on the strategic transport corridor for ease of access and to serve the 'last mile' in and out of Cambridge. Not only will this location support economic benefits out of Cambridge but will benefit inside Cambridge by carbon reducing vehicles using LDL's Bar Hill site as a travel hub and providing relocation opportunities for existing employment sites in Cambridge to make way for housing on those sites allocated for housing in the city area. An additional benefit of LDL's site is that it is not located in the green belt - considered a challenge for new strategic transport infrastructure set out under para 5.3.6 of the First Conversation document.

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