

Membership as from June 2022

Councillor Berry
Councillor Clover
Councillor Drummond
Councillor Ferries
Councillor Hall
Councillor Harvey
Councillor Hood (Vice)
Councillor Hulbert
Councillor Jefferys
Councillor Lay (Chair)
Quorum = 3



Newmarket

TOWN COUNCIL

The Memorial Hall, High Street, Newmarket Suffolk CB8 8JP

TEL: 01638 667227

You are hereby summoned to attend a meeting of the
Development and Planning committee
to be held at

Memorial Hall, High Street, Newmarket, CB8 8JP

Monday 5th December at 6.15pm

A G E N D A

The meeting is held in public and the public are encouraged to attend and participate. Just occasionally matters such as contractual or staffing matters do have to be held in the confidential part of the meeting.

Members of the public and press may not orally report or comment about a meeting as it takes place if present at a meeting of the Council, but otherwise may:

- film, photograph or make an audio recording of the meeting;
- use any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later;
- Report or comment on the proceedings in writing, during or after a meeting or orally after the meeting.

The Council will where possible facilitate such recording unless it is being disruptive. It will also take steps to ensure that children, the vulnerable and members of the public who object to being filmed are protected without undermining the broader purpose of the meeting

- 1. Chair to read** fire safety notice and announce that proceedings may be filmed or recorded.
- 2. Apologies** - To receive and accept apologies for absence
- 3. Declaration of interests**
 - Councillors are invited to raise any declarations of interest concerning items on the agenda
 - To consider any requests for dispensation
- 4. Minutes of previous meeting held 21st November**
 - To consider and adopt the minutes, as a true record of the proceedings
 - To consider any matters arising
- 5. Public participation** – an invitation to members of the public to make representations to Councillors. Resolutions can only be made on items on the agenda
Rules of public participation: no person may speak for longer than 3 minutes in total. The maximum time permitted for this item is 15 minutes. This is the only opportunity during the meeting for members of the public to address Councillors
- 6. To consider where Newmarket Neighbourhood Plan policies impact on planning applications for consideration**
- 7. Planning applications** – West Suffolk Council, weeks commencing 14/11/2022 & 21/11/2022
- 8. Planning applications** – Amended and Deferred Plans
- 9. Referral to Development Control Committee** – to receive notification from WSC regarding DC/22/0511/FUL
- 10. Planning Appeals** – to discuss any notified appeals
- 11. Planning applications** – East Cambs
- 12. Planning decisions and plans withdrawn** – West Suffolk Council-week commencing 14/11/2022 & 21/11/2022
- 13. Delegation Panel decisions** - To discuss any decisions by Delegation Panel
- 14. Licensing** – To receive any reports from the NTC Licensing Working Group
- 15. Consultation** – To consider Greater Cambridgeshire Partnership 'Making Connections 2022' consultation
- 16. Enforcement** – To discuss imposed planning conditions (verbal)
- 17. Highways/ Parking** – to discuss the standard responses from WSC and SCC to Planning Applications for Town Centre Developments (verbal)
- 18. Trees** – to discuss historic tree responses deferred to the WSC Tree Officer by the Town Council
- 19. Correspondence**
- 20. Date of next meeting** – Monday 19th December 2022

Signed: *CE Whitaker* Cathy Whitaker, Town Clerk

Date: 29th November 2022

To: Chair & Members of D&P Committee, Other Council Members, Press & the Public

Material Planning Considerations	
Site specific issues	• adequacy for turning, loading • availability/capacity of local infrastructure (eg public drainage or water systems) • car parking • deficiencies in community/social facilities (eg spaces in schools) • design, appearance and materials • layout and density of building(s) • road access • traffic generation
Environmental effects	• effect on street scene • hazardous materials, contaminated land • landscaping • light (including overshadowing) • loss of trees • nature conservation & biodiversity issues • noise & disturbance resulting from use • overlooking/loss of privacy • smells and fumes • visual amenity
Listed buildings/ conservation areas	• The need to preserve or enhance the special character or appearance of designated conservation areas and protect listed buildings • Effect on archaeological interest
Usage	• Incompatible or unacceptable uses • Desire to retain and promote certain uses e.g. stables in Newmarket.
Previous decisions	• Previous planning decisions, including appeal decisions
Policies	• Statutory provisions contained in planning acts, statutory regulations & planning case law • Central Government planning policy and advice • National Planning Policy Framework (NPPF) • Supplementary planning guidance/documents eg Affordable Housing SPD, Master plans, development briefs • W SC Local Plan policies • Newmarket Neighbourhood Plan • Newmarket Conservation Area Appraisal (adopted September 2009)
Key principle of the NPPF – presumption in favour of sustainable development. For decision-taking this means granting permission unless: • the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or • <i>any adverse impacts of doing so would significantly and demonstrably outweigh the benefits</i>	
Matters which are not material planning considerations Greater weight is attached to issues raised which are supported by evidence rather than solely by assertion.	
Competition (unless in relation to adverse effects on a town centre as a whole)	Moral and religious issues
Breach of private covenants or other private property or access rights, including boundary disputes	Council interests (eg land ownership or contractual matters)
Devaluation of property	Identity or motives of an applicant or occupier
Protection of a private view	Private disputes between neighbours
Impact of construction work	

Parking Guidance for Use Classes C3 and C4: Dwelling houses and houses in multiple occupation

Family houses, or house occupied by up to six residents living together as a single household, or Houses in Multiple Occupation (HMO)¹³, including a household where care is provided for residents.

Standard: Flats and Houses are to be treated the same.

Use	Vehicle	Cycle	PTW	Disabled
	Minimum*	Minimum	Minimum	Minimum
1 bedroom	1 space per dwelling	2 secure covered spaces per dwelling. (Satisfied if garage or secure area is provided within curtilage of dwelling to minimum dimensions)	N/A	N/A if parking is in curtilage of dwelling, otherwise as Visitor/unallocated
2 bedrooms	2 spaces per dwelling**			
3 bedrooms	2 spaces per dwelling			
4+ bedrooms	3 spaces per dwelling			
Retirement developments (e.g., warden assisted independent living accommodation)	1 space per dwelling	2 spaces per 8 units (visitors)	2 PTW spaces and 1 space per 2 dwellings for mobility scooters	
Visitor/unallocated	0.25 spaces per dwelling (unallocated)	If no garage or secure area is provided within curtilage of dwelling, then 2 covered & secure spaces per dwelling in a communal area for residents plus 2 spaces^ per 8 dwellings for visitors	1 space + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	

¹³ Houses in multiple occupation (Class C4) are defined in The Town and Country Planning (Use Classes) Order 1987 (as amended) as 'small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom'.

Informative notes:

*Standards exclude garages under 6m x 3m (internal dimension) as a parking space but can include undercroft parking and car ports providing, they have no other current or potential use.

**Reduction in this figure may be considered with robust and agreed highway mitigation

^Mobility vehicle spaces should be secure and covered with charging facilities.

Visitor/unallocated vehicle parking can, subject to appropriate design, be located on street.

Unallocated cycle parking for residents to be secure and covered, located in easily accessible locations throughout the development. These guidelines will be applied to all development (including infill developments, extension applications and change of use).

Where grouped, unassigned parking is proposed, more flexible and efficient use of the parking may be achieved than with allocated parking. Subject to discussion with the Highway Authority this may potentially reduce the nominal on-street parking provision standards required by up to 25%.

Where an individual dwelling may require more than two spaces these additional spaces may be provided as part of unallocated on street parking, providing this is designed in.

An allowance will be required for visitor cycle and car parking, refer para 3.2 and 4.5.

Suffolk Guidance for Parking 2019 {excerpt}

Car clubs should be promoted in low provision/car free residential developments and car club spaces provided. Electric vehicle charging infrastructure should also be provided in new developments.

Research was undertaken to derive the residential parking guidance for Suffolk. The research included a questionnaire survey to approximately 9000 dwellings. The results of the survey and the 2001 and 2011 Census data for Suffolk car ownership can be found in Appendix 1.

Electric Vehicle recharging points to be provided to support the use of low emission vehicles. See EV Parking Guidance table within this document for further guidance.

Reductions to the minimum parking guidance

This advisory residential parking guidance is the minimum required; however a range of factors will be taken into account. For main urban areas a reduction to the parking guidance may be considered where a proposal has been designed to be exceptionally sustainable in transport terms and which effectively promotes an overall reduction in the use of high emission vehicles and avoids the provision of car parking adjacent or close to dwellings within the main layout.

Main urban areas are defined as those having frequent and extensive opportunities for public transport and cycling and walking links; close proximity to local services (including accessing education, healthcare, food shopping and employment); and on street parking controls at all times e.g. double yellow lines. Where there is evidence that these factors are in place, local planning authorities may, after consultation with the Highway Authority, bring forward local parking policies to limit the scale of parking in specific areas.

When making their recommendation to local planning authorities considering reduced parking proposals for residential development, the Highway Authority must be:

- able to recommend a condition for suitable cycle storage and secure parking facilities;
- satisfied that servicing vehicles would be able to operate efficiently i.e. not restricted by loading restrictions or road layout;
- able to determine how highly sustainable the location is in terms of proximity to services, shops etc. and public transport (high frequency and wide ranging) and suitable cycling and walking routes;
- made aware of the likelihood of a viable Car Club (the provision of a car club would need to be secured through a Planning Obligation on Condition);
- able to determine the possible impact that a single application may have in setting a precedent in an area;
- satisfied by the availability of visitor parking (off street public car parks may be acceptable for visitor use); and
- satisfied that the likely impact of additional road parking in the vicinity would not cause inconsiderate and unsafe obstructions to the surrounding road or footpath network or add pressure onto an already densely utilised parking network.

If all the above criteria are satisfied on a site by site basis then the Highways Authority would be more likely to approve of reduced parking proposals.

However, it is not possible to make the assumption that occupiers will be car free; although it may be possible to accept this to some degree where the units are single bed. Furthermore, if the neighbouring streets are controlled by Residents Parking then any new development is prohibited from joining the scheme.

The presumption that occupiers are required to use off road public car parks for parking of their vehicles is not generally supported. The Highways Authority will only consider any identified use of off-road public car parks as a means of resident parking in exceptionally sustainable developments that are located in main urban areas (as defined above). In such cases, the Highway Authority must first be satisfied that the car park/s in question are viable long-term parking options for affected residents and that the development has been designed to be extremely sustainable in transport terms.

To summarise, the key questions the Highways Authority will seek to address when considering proposals for reduced parking are:

- Where might residents park?
- What real harm would these vehicles cause?
- Are the roads heavily regulated in terms of prohibition of parking?
- Are the streets already under significant pressure?



Newmarket

TOWN COUNCIL

Minutes of a Meeting of the Development & Planning Committee **Held on Monday 21st November 2022 at 6.15pm**

Attendance:

Councillor J Lay (Chairman)
Councillor A Drummond
Councillor J Harvey

Councillor P Hulbert
Councillor M Jefferys

Also Present: C Whitaker- Town Clerk, T Symonds – Deputy Town Clerk, J Ashton – Minute Assistant, 1 Member of the Press and 2 Members of the Public.

Minute	Action by
D/22/11/17 <u>Chairman to Read the Fire Safety Notice and Announce that Proceedings May be Filmed or Recorded</u> The Chairman opened the meeting and read out the Fire Notice and that the meeting may be filmed or recorded.	
D/22/11/18 <u>Apologies</u> Apologies were received from Cllr Berry, Clover, Ferries and Hood. Cllr Hall was absent.	
D/22/11/19 <u>Declaration of Members Interests & to Remind Councillors of the need to keep up to date their Register of Member's Interests and to Consider any Requests Received for Member's Dispensation</u> None noted. There were no requests for dispensations.	
D/22/11/20 <u>To Confirm the Minutes of the Meeting Held on 7th November 2022 and any Matters Arising</u> Members received the minutes of the Development & Planning Committee held on 7 th November 2022 and the following was agreed: <u>D/22/11/20/01 Resolved</u> That the minutes of the Development & Planning Committee held on 7th November 2022 be adopted and signed as a true record by the Chairman of the Development & Planning Committee. There were no matters arising.	
D/22/11/21 <u>Public Open Session</u> A member of the public spoke to the Parking issues at Barham Close and reported that there had been visits from enforcement officers who helpfully explained illegal parking and things had been a little better recently. Additional information was requested from the residents for Cllrs Drummond and Hood to take this issue forward. A member of the public spoke to the speed issues in Fordham Road and proposed	

that a 20mph zone should be requested from the Clock Tower to the Snailwell Road Horse Crossing.

A proposal was made to bring forward item 18 and the following was agreed:

D/22/11/21.01 Resolved

That item 18 be brought forward.

D/22/11/22 Fordham Road

A proposal to introduce a 20mph zone on Fordham Road, which had support from the schools, together with a proposal to introduce weight-limiting for HGVs through the town centre were considered and the following was agreed:

D/22/11/22.01 Recommendation

That a request to introduce a 20mph zone on Fordham Road from the Clock Tower to the Snailwell Horse Crossing be submitted to SCC Highways. That the possibility of extending the 20mph zone to other parts of the Town be explored. That a weight-limiting zone also be applied to the 20mph in Fordham Road.

D/22/11/23 Impact of Newmarket Neighbourhood Plan Policies on Applications Being Considered

None noted.

D/22/11/24 Planning Applications

Week Commencing 31/10/2022 and 07/11/2022

D/22/11/24/1 DC/22/1913/VAR - Planning application - variation of condition two of DC/21/2135/FUL to enable use of revised plans to allow additional floor space for the roof extension with five dormer windows to second floor – Flat 2 Sun Lane Newmarket Suffolk.

D/22/11/24.01 Resolved

The Committee voiced no objections.

D/22/11/24/2 DC/22/1915/P3CMA - Prior Approval Application under Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 - change of use from second floor offices (class E) to five dwellings (class C3) - Second Floor 96 High Street Newmarket Suffolk.

D/22/11/24.02 Resolved

The Committee objected on the grounds of overdevelopment of the site and on scale and layout; with the space being too small for 5 dwellings for human habitation.

D/22/11/24/3 DC/22/1894/FUL - Planning application - a. conversion of existing two properties to one dwelling; b. two storey rear extension; c. front porch; d. install windows; e. ancillary annexe - 1 Stanley Stud Cottages Snailwell Road Newmarket Suffolk.

D/22/11/24.03 Resolved

The Committee voiced no objections.

D/22/11/24/4 DC/22/1923/P3CMA - Prior Approval Application under Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 - change of use commercial (class E) to seven dwellings (class C3) - Rutland Chambers 19 High Street Newmarket Suffolk.

D/22/11/24.04 Resolved

The Committee objected on the lack of daytime parking and an unreliable public transport service, in Newmarket; particularly regarding buses to Cambridge and Bury St Edmunds.

D/22/11/24/5 DC/22/1955/HH - Householder planning application - a. porch extension b. wrap around extension to the side and rear (following demolition of existing porch, garage and conservatory) - 67 Edinburgh Road Newmarket Suffolk.

D/22/11/24.05 Resolved

The Committee voiced no objections.

D/22/11/24/6 DC/22/1503/HAZ - Hazardous substances consent - storage of 40 tonnes of liquefied petroleum gas at six locations around the site - Rowley Mile Racecourse Newmarket Suffolk.

D/22/11/24.06 Resolved

The Committee voiced no objections subject to the approval of the relevant Health & Safety and Environmental Officers.

D/22/11/25 Amended and Deferred Planning Applications

None noted.

D/22/11/26 Planning Appeals

None noted.

D/22/11/27 East Cambs Planning Applications

22/00039/RMM – Approval of the details for reserved matters for Appearance, Landscaping, Layout and Scale of planning application 18/01435/OUM or up to 41 new homes to include 13 affordable dwellings, accessible bungalows, over 55's bungalows and public open spaces with public footpaths/cycle ways – Site East of Clare Stables Stetchworth Road Dullingham Suffolk.

D/22/11/27.01 Recommendation

That the previous objections of the Committee be submitted to East Cambs District Council.

D/22/11/28 To Receive Results of Applications as Determined by West Suffolk and Plans Withdrawn

West Suffolk Planning Determinations received during weeks commencing, 31/10/2022 and 07/11/2022

Applications	Description	Address	WS Decision	NTC Decision	
DC/22/1766/TCA	Trees in a conservation area notification - two Beech (indicated on plan) fell	Abington Place 44 Bury Road Newmarket Suffolk	Approved	Objected	
DC/22/15762/TCA	Trees in a conservation area notification - a. one Bay (T1 on plan) overall crown reduction by 4.5 metres b. one Walnut (T2 on plan) overall crown reduction by 2.5 metres	2 Meynell Gardens Newmarket Suffolk	Approved	No Objections	
DC/22/1555/TPO	TPO 013 (1991) tree preservation order - three Beech (T032, T033 and T035 on plan, within area A 4 on order) fell	Godolphin Stables Snailwell Road Newmarket Suffolk	Approved	Objected	
DC/22/1506/TPO	Crown reduce by up to 2 metres all round, to appropriate pruning points in line with B S3998:2010, pruning to side shoots at least 1/3rd diameter of stem to be cut, with no pruning wounds exceeding 75mm in diameter.	8 Heasman Close Newmarket Suffolk	Approved	No objections	
DC/22/1308/HH	Householder planning application - a. single storey rear extension b. installation of two roof lights	30 St Fabians Close Newmarket Suffolk	Approved	No objections	
DC/22/1787/TCA	Trees in a conservation area notification - one Horse Chestnut (T1 on plan) pollard to 4.5 metres above ground level; one Horse Chestnut (T2 on plan) and one Maple (T3 on plan) fell	Clarehaven Stable 57 Bury Road Newmarket Suffolk	Approved	Objected	
DC/22/1472/FUL	Planning application - use of dwelling for a mixed residential use and childminding	9 Cecil Lodge Close Falmouth Avenue Newmarket Suffolk	Approved	No objections	

It was noted that WSC no longer have a Tree Officer and there is no monitoring of replacement planting. An item will be added to the next agenda to address this issue.

D/22/11/29 Delegation Panel Decisions

None noted.

D/22/11/30 Sunnica

The WSC Cabinet's objection to the development was welcomed and noted. The dates and times for the Sunnica Hearing at the Memorial Hall from 6th to 9th December 2022 at various times were also noted.

D/22/11/31 Licensing

None noted.

D/22/11/32 Enforcement

This item was deferred to the next meeting.

D/22/11/33 Traffic

This item was discussed at item 22.

D/22/11/34 Barham Close

This item was discussed at item 21.

D/22/11/35 Correspondence
None noted.

D/22/11/36 Date of Next Meeting
Monday 5th December 2022 at the Memorial Hall.

Meeting closed at 6:56pm

Signed _____ Date _____

Summary of Resolutions/Recommendations

Resolution/Recommendation	Resolution/Recommendation Wording
<u>D/22/11/21.01 Recommendation</u>	That a request to introduce a 20mph zone on Fordham Road from the Clock Tower to the Snailwell Horse Crossing be submitted to SCC Highways. That the possibility of extending the 20mph zone to other parts of the Town be explored. That a weight-limiting zone also be applied to the 20mph in Fordham Road.
<u>D/22/11/24.01 Resolved</u>	The Committee voiced no objections.
<u>D/22/11/24.02 Resolved</u>	The Committee objected on the grounds of overdevelopment of the site and on scale and layout; with the space being too small for 5 dwellings for human habitation.
<u>D/22/11/24.03 Resolved</u>	The Committee voiced no objections.
<u>D/22/11/24.04 Resolved</u>	The Committee objected on the lack of daytime parking and an unreliable public transport service in Newmarket; particularly regarding buses to Cambridge and Bury St Edmunds.
<u>D/22/11/24.05 Resolved</u>	The Committee voiced no objections.
<u>D/22/11/24.06 Resolved</u>	The Committee voiced no objections subject to the approval of the relevant Health & Safety and Environmental Officers.
<u>D/22/11/27.01 Recommendation</u>	That the previous objections of the Committee be submitted to East Cambs District Council.

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Application	Constraints	Case Officer	Applicant name	Ward Member	Consultation expiry date	Neighbour comment at time of printing
Weeks beginning 14 th & 21 st November						
DC/22/1978/TPO <u>TPO 004 (1992) and TPO 004 (1989) tree preservation order - three Limes (G1 on plan, T7, T8 and T9 on order) pollard to 10 metres above ground level; one Horse Chestnut (T2 on plan, T4 on order) overall crown reduction by two metres; one Pine (T3 on plan, T7 on order) and one Yew (T4 on plan, T5 on order) crown lift to eight metres above ground level</u> 25 Exeter Road Newmarket Suffolk CB8 8AR	Conservation area	Gregory McGarr	K Green	Councillor Rachel Hood Councillor Robert Nobbs	Wed 07 Dec 2022	no
DC/22/1967/HH <u>Householder planning application - pitched roof to existing side and rear extension</u> 27 Exning Road Newmarket Suffolk CB8 0EA		Adam Yancy	Mr Yeter	Councillor Rachel Hood Councillor Robert Nobbs	Fri 09 Dec 2022	no
DC/22/1980/TCA <u>Trees in a conservation area notification - one Conifer (T1 on plan) remove</u> 25 Exeter Road Newmarket Suffolk CB8 8AR	Conservation area	Sarah Drane	K Green	Councillor Rachel Hood Councillor Robert Nobbs	Tue 06 Dec 2022	no

NMA (A)/21/1852 <u>Non material amendment to DC/21/1852/HH - a. overall height of the extension has been reduced from 3593 millimetres to 3300 millimetres b. further demolition is proposed by removing an existing lean to element at ground floor c. roof light number reduced and design simplified d. circular window to north elevation replaced with traditional sash window and altered fenestration pattern to ground floor extension</u> Woodland The Severals Newmarket Suffolk CB8 7BS	Conservation area	Tamara Benford-Brown	Mr & Mrs William Haggas	Councillor Rachel Hood Councillor Robert Nobbs	no
This notifies the Council of proposed work or development not needing its permission. The Council will not be approving or refusing the proposal, so comments are not invited.					
DC/22/2031/FUL <u>Planning application - one dwelling and vehicular access</u> Land Adjacent To 26 Paget Place Newmarket Suffolk		Savannah Cobbold	Mr And Mrs Waters	Councillor Karen Soons Councillor Michael Anderson	Fri 16 Dec 2022 no
DCON (A)/22/0478 <u>Application to discharge conditions 5 (ventilation systems), 10 (fire hydrants), 13 (headlight glare) 16 (deliver and service management plan) and 18 (biodiversity enhancement plan) of application DC/22/0478/FUL</u> Unit 6 Newmarket Retail Park Oaks Drive Newmarket Suffolk CB8 7SX		Ed Fosker	Hobart Activum (Newmarket) Limited	Councillor Karen Soons Councillor Michael Anderson	Tue 13 Dec 2022 no
This notifies the Council of proposed work or development not needing its permission. The Council will not be approving or refusing the proposal, so comments are not invited.					
DC/22/1958/FUL <u>Planning application - change of use of retail unit (E) to Thai massage (sui generis)</u> 21 High Street Newmarket Suffolk CB8 8LX	Conservation Area	Tamara Benford-Brown	Lanna Thai Massage And Therapy Ltd	Councillor Rachel Hood Councillor Robert Nobbs	Mon 19 Dec 2022 no

DC/22/2043/TPO <u>TPO 032 (1960) tree preservation order - one Walnut (T1 on plan, within A1 on order) overall crown reduction by three metres</u> Balaton Lodge Snailwell Road Newmarket Suffolk CB8 7DN	Conservation Area	Gregory McGarr	Fox	Councillor Michael Anderson Councillor Karen Soons	Tue 20 Dec 2022	no
DC/22/2052/TCA <u>Trees in a conservation area notification - one Willow (1 on plan) upper crown reduction by up to 2.5 metres and thin crown by 20% on western, eastern and southern aspects, repollard northern aspect by 2.5 metres; one Cherry plum (marked in red on plan) crown reduction in height to 3.5 metres; one Cherry plum (marked in red on plan) lateral crown reduction to northern aspect by two metres and and reduce smallest sucker by one metre</u> Lincoln Lodge Rayes Lane Newmarket Suffolk CB8 7AB	Conservation Area	Dave Beighton	Mrs Bailey	Councillor Rachel Hood Councillor Robert Nobbs	Tue 20 Dec 2022	no

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**NOTIFICATION OF
DEVELOPMENT CONTROL COMMITTEE MEETING**



King Edward VII Memorial Hall
High Street
Newmarket
Suffolk
CB8 8JP

Case Officer: Ed Fosker
Direct Line: 07971 534107
Email: customer.services@westsuffolk.gov.uk

Application No: DC/22/0511/FUL

Date Registered: 9 May 2022

28th November 2022

Determination Date: 6 July 2022

APPLICATION NO DC/22/0511/FUL

APPLICANT Remco Leisure Limited, Remco Leisure Limited

PROPOSAL Planning application - change of use from Bank (Class E) to Adult Gaming Centre (Sui Generis)

LOCATION 104 High Street, Newmarket, Suffolk, CB8 8JQ

The application referred to above is to be considered at the next meeting of the Development Control Committee on **7th December 2022**. Due to the size of the agenda the meeting is being operated in two parts and the application above will be considered in Part B which will start not before 1.00pm. The meeting will be held in the Conference Chamber at West Suffolk House, Western Way, Bury St Edmunds, Suffolk, IP33 3YU. For further information about the venue and car parking, please visit: <https://www.westsuffolk.gov.uk/contact-us.cfm>

The agenda and papers are published one week before the meeting (midnight Tuesday). You may inspect them online via the Council's website:
<https://democracy.westsuffolk.gov.uk/ieListMeetings.aspx?CommitteeId=527>

The Council allows public speaking at Development Control Committees; anybody wishing to address the Committee can register once the agenda and papers are published, up to 9.00am on the working day before the Committee date by: telephoning Democratic Services – 07776 254986/ 01638 719363 or by sending an email to democratic.services@westsuffolk.gov.uk.

The public speaking protocol for the Development Control Committee can also be viewed via a link listed alongside the agenda papers on the website. In summary there are three options available to public speakers:

A – you can attend the meeting in person at the venue listed above and address the

Committee; OR

B – you can submit a written statement which will be read out by a Council Officer at the appropriate point; OR

C – you can submit a pre-recorded audio file which will be played to the meeting at the appropriate point.

In all cases, registration must be made by the prescribed deadline and in line with the prescribed protocol. Please contact Democratic Services, as above, for further details.

Any personal information processed by West Suffolk Council arising from a request to speak at a public meeting under the Localism Act 2011, will be protected in accordance with the Data Protection Act 2018. For more information on how we do this and your rights in regards to your personal information and how to access it, visit our website:

https://www.westsuffolk.gov.uk/Council/Data_and_information/howweuseinformation.cfm or call Customer Services: 01284 763233 and ask to speak to the Data Protection Officer.

Ed Fosker

Ed Fosker
Planning Officer

Parish Consultation
Cathy Whitaker
King Edward VII Memorial Hall
High Street
Newmarket
Suffolk
CB8 8JP

Please ask for: Gareth Durrant
Direct Line: 01284 757345
Email: gareth.durrant@westsuffolk.gov.uk

22nd November 2022

TOWN AND COUNTRY PLANNING ACT 1990

PROPOSAL:	Planning application - a. demolition of two stables to create access b. installation of gates and associated fencing in new opening
LOCATION:	Queensbury Stables Queensbury Lodge High Street Newmarket
APPLICATION NO:	DC/21/1237/FUL
PINS. REFERENCE	APP/F3545/W/22/3303347
APPEAL REFERENCE:	AP/22/0051/STAND
APPEAL START DATE:	15th November 2022
APPELLANT:	Unex
APPEAL TYPE:	Standard Appeal
PROCEDURE:	Hearing

I am writing to let you know that an appeal has been made to the Secretary of State in respect of the above. The procedure to be followed and the reason for the appeal are as indicated. I will advise you of the date, time and place of the hearing in due course.

Any representation you made in respect of the planning application before it was determined will be sent by me to the Planning Inspectorate, copied to the appellant and will be taken into account by the Inspector in determining the appeal.

Should you wish to withdraw or modify comments made in respect of the original application in any way or if you wish to make any additional comments you should write direct to **The Planning Inspectorate, Room Temple Quay House, Temple Quay House, 2 The Square, Bristol, BS1 6PN** quoting the PINS reference number (above), in triplicate, within five weeks of the appeal start date (above), or email to **VE.RT@planninginspectorate.gov.uk**. The Planning Inspectorate will not acknowledge representations. Any representations received by the Planning Inspectorate after the deadline will not normally be seen by the Inspector and will be returned to you.

The planning file and appeal documents are available for inspection on our website www.westsuffolk.gov.uk. The Inspector's decision and information regarding the progress of this appeal can be accessed via GOV.UK <https://www.gov.uk/government/organisations/planning-inspectorate>

A copy of the booklet 'Guide to taking part in Planning Appeals proceeding by Hearings' is available via GOV.UK <https://www.gov.uk/government/organisations/planning-inspectorate>, where the decision will also be published.

Gareth Durrant

Gareth Durrant
Principal Planning Officer - Major Projects



The Planning Inspectorate

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Dawn Hale
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West Suffolk House
Western Way
Bury St Edmunds
Suffolk
IP33 3YU

Your Ref: DC/21/1238/LB
Our Ref: APP/F3545/Y/22/3303353
Further appeal references at foot of letter

15 November 2022

Dear D Hale,

Planning (Listed Buildings and Conservation Areas) Act 1990, Town and Country Planning Act 1990

Appeals by Oftenfact Limited, Unex (No.3) Limited and TAP Investments limited
Site Addresses: 196-198 and 216-218 High Street including Queensbury Lodge,
together with land to the rear off Rowley Drive/ Black Bear Lane, Newmarket,

We have received appeal forms and documents for this site. The papers have been checked and the appeal appears to be valid. If we later find out that this is not so, then we will let you know. I am the case officer, if you have any questions, please contact me.

SPEEDING UP DECISIONS ON APPEALS NEEDING HEARINGS

The Planning Inspectorate is committed to speeding up decisions on appeals that need a hearing. As of 1 April 2022, all validly received planning appeals that require a hearing will be subject to stricter timescales and will follow a timetable that adopts the principles set out in the Rosewell independent review of planning appeal inquiries.

Please read the contents of this letter carefully as it sets out details of the timetable and a date for the event. The event date is fixed and cannot be changed as it is based on Inspector availability and programmed to ensure we meet our aim of issuing a decision within 24 weeks of the appeal being considered as valid.

The Procedure and the Starting date

We currently consider this appeal suitable to follow the Hearing procedure.

The date of this letter is the starting date for the appeal and for the timetable it will follow.

The Inspector and Hearing date

The Inspector appointed to decide the appeal is Graham Chamberlain BA (Hons) MSc MRTPI and the hearing will open at 10.00am on TUESDAY 7 FEBRUARY 2023. We currently anticipate 1 sitting day(s) and, unless you are advised otherwise, the format of the event will be an in-person, face to face event, at a venue to be determined by the Local Planning Authority (LPA). However, you should also provide the LPA with an email address in the event the hearing needs to move online and be virtual.

Please can you secure a venue as soon as possible and provide details.

The Inspectorate advises that you encourage all participants in the hearing to register an email address with you. This will enable you to move the entire event online should this become necessary.

Sending documents to us and looking at the appeal

You should use the Internet to submit documents, to see information and to check the progress of cases through GOV.UK. The address of the search page is acp.planninginspectorate.gov.uk.

Keeping to the timetable

The timetable set out below must be adhered to and requires action and documentation to be issued by strict deadlines. This will mean that we can deal with the appeal promptly and fairly. If documents are not with us in time, the Inspector will not normally look at them and we will return them to you unless there are exceptional reasons for accepting them. Not meeting your obligations under the prescribed timetable will increase your risk of incurring an award of costs against you (see section on costs below). Deadline extensions should not be requested unless there are very extenuating circumstances. These do not include lack of administrative cover for holiday or sickness.

The following actions and documentation are required by the timetable.

By 22 November 2022

You must notify any person who was notified or consulted about the application in accordance with the Act or a development order and any other interested persons who made representations to you about the application, that the appeal has been made. You should tell them:

i. that any comments they made at application stage will be sent to the Planning Inspectorate and the appellant(s), and will be considered by the Inspector (unless they withdraw them within the 5-week deadline)

ii. If they want to make any additional comments, they must do so within 5 weeks of the starting date, by 20 December 2022. If comments are submitted after the deadline, the Inspector will not normally look at them and they will be returned

iii. when and where the appeal documents will be available for inspection

iv.that the Planning Inspectorate will not acknowledge representations. We will, however, ensure that letters received by the deadline are passed on to the Inspector dealing with the appeal

v.that they can get a copy of our booklet 'Guide to taking part in planning appeals proceeding by hearing' either free of charge from you, or on GOV.UK - www.gov.uk/government/collections/taking-part-in-a-planning-listed-building-or-enforcement-appeal

vi.that the decision will be published on GOV.UK

You must ensure a copy of a completed appeal questionnaire, policies and other supporting documents, a copy of your notification letter and a list of those notified is sent to both myself and the appellant(s) by this deadline.

By 20 December 2022

You must submit to me a copy of the completed and agreed statement of common ground, listing all matters that are not only agreed, but also confirming areas where there is disagreement. A draft statement of common ground should have been included in the paperwork received from the appellant.

If you are intending to submit a statement then please give full details of the case you will put forward at the hearing including any documents, maps or plans you intend to refer to or use in evidence.

I will also require in a word document a list of any conditions or limitations you would agree to if the appeal were to be allowed (this will be accepted on a non-prejudicial basis of course).

By 3 January 2023

You must send me a copy of the LPA hearing date notification letter along with a list of all those notified of the arrangements.

Your letter should cover:

- The name the appeal has been made in, the location of the site and a description of the development
- the powers enabling the Secretary of State or Inspector to determine the appeal and the name of the Inspector
- a clear statement of the date and time of the hearing and the venue, along with an instruction that attendees should register with your Council in advance should they wish to attend (we suggest obtaining a name, email address and details of the attendee's status within the context of the appeal i.e., interested party). *This information will assist the Inspector and will prove useful should the participants need to be contacted ahead of the event e.g., should the event need to move online and be held virtually*
- that anyone wishing to speak at the hearing should make themselves known to the Inspector on the day as the Planning Inspectorate will not respond to requests to speak at the event in advance of the hearing

- All queries relating to the venue should be directed to the local planning authority
- where the appeal documents can be inspected in person (by appointment at the Council Offices)
- a link (via the Council's website) to the appeal documents if published online
- that the decision will be published on <https://acp.planninginspectorate.gov.uk>
- what facilities are available for people with disabilities e.g., parking spaces, venue access and seating arrangements etc
- Planning Inspectorate Reference: APP/F3545/Y/22/3303353
- The Planning Inspectorate Case Officer contact details as above

If you consider it appropriate, please notify the press of the hearing and, if notice of the hearing is published in the press, send a copy of the notice(s) to me.

Planning obligations - section 106 agreements

A planning obligation, often referred to as a 'section 106 agreement', must be agreed, signed and submitted to me no later than 2 weeks before the hearing opens.

Costs

The appellant(s) has been directed to GOV.UK for further information regarding costs – planningguidance.communities.gov.uk/blog/guidance/appeals. You should also be aware that costs may be awarded to either party.

Additionally, a Planning Inspector or the Secretary of State may on their own initiative make an award of costs, in full or in part, if they judge that a party has behaved unreasonably resulting in unnecessary appeal expense.

The Appeal decision

The decision is expected to be issued on or before 19 April 2023.

Yours sincerely,

Sarah Avery

Sarah Avery

<https://www.gov.uk/government/publications/planning-inspectorate-privacy-notice>

Where applicable, you can use the internet to submit documents, to see information and to check the progress of cases through GOV.UK. The address of the search page is - <https://www.gov.uk/appeal-planning-inspectorate>

Linked cases: APP/F3545/W/22/3303347

Decision List

Weeks commencing 14 th November and 21 st November	NTC Comments
<u>Planning application - installation of air source heat pump</u> St Louis Catholic Academy Fordham Road Newmarket Suffolk CB8 7AA DC/22/1634/FUL	NTC no objection 
25 Hamilton Road Newmarket Suffolk CB8 0NY <u>Householder planning application - a. entryway relocated on front elevation b. addition of pitched roof to front elevation c. raising of existing roof to create habitable second floor rooms d. two dormer windows to front elevation e. replacement windows to front and side elevation f. first floor side extension above existing garage g. two storey rear extension h. single storey rear extension. i. Demolition of two chimneys</u> DC/22/1489/HH	NTC no objection 
2 Flat Sun Lane Newmarket Suffolk CB8 8EW <u>Planning application - variation of condition two of DC/21/2135/FUL to enable use of revised plans to allow additional floor space for the roof extension with five dormer windows to second floor</u> DC/22/1913/VAR	
4 Duchess Drive Newmarket Suffolk CB8 8AQ <u>Application for lawful development certificate for existing use or development - single storey outbuilding</u> DC/22/1694/CLE	NTC no objection 
116 - 118 High Street Newmarket Suffolk CB8 8JP <u>Planning application - (a) partial change of use of first floor from retail (class E) to residential (class C3) to create two flats (b) external changes to form new doors and windows</u> DC/22/1471/FUL	NTC objected 

-----end-----

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Making Connections 2022 survey

This consultation is seeking feedback on a proposed package of measures to improve how people travel in Greater Cambridge. Full details of the proposals can be found in the [consultation brochure](#). The proposals involve:

1. A transformed bus network, offering cheaper fares, new routes, and faster, more frequent and reliable services between 5am and 1am
2. Lower traffic levels enabling improvements to cycling and walking infrastructure and supporting public realm enhancements
3. Funding these improvements through a Sustainable Travel Zone. Vehicles would pay to drive in the Zone at certain times. This would also reduce traffic, tackle pollution, emissions and climate change and support improved access to opportunity and health in our communities.

Survey starts

Finish



All fields marked with an asterisk (*) are required.

Bus Improvements

We are proposing to transform the bus network to offer cheaper fares, new routes, and faster, more frequent and more reliable services with longer operating hours.

In developing these proposals we have taken into account your feedback from our last consultation in autumn 2021. We want your further input to shape the improvements and make sure buses offer you an attractive choice for more of your journeys, whether the whole journey or part of it.

You can view our detailed proposals for bus improvements in our [consultation brochure](#), and they can be summarised as follows:

- **Cheaper fares** – a **£1 flat single fare** for the city and immediate surrounding area (broadly equivalent to the

current Stagecoach Cambridge zone) and a **£2 flat single fare** for the wider travel to work area. Fare caps would mean lower daily and weekly charges, and special tickets for families, children and others would be introduced.

- **More routes** – with direct routes between residential areas, towns and villages and growing employment areas, education, key services including health services and leisure opportunities.
- **Fast, high frequency services** – up to 8 buses/hour on key routes in the city, up to 6 buses/hour from larger villages and market towns, and hourly rural services. Waiting times would be much shorter, buses would run faster and more reliably with lower traffic levels, and new express services would offer even faster journeys on key routes.
- **Longer operating hours** – from 5am-1am Monday-Saturday, and 5am-midnight on Sundays, supporting our evening and night-time economy and shift workers. Additional buses may run outside of these times to support shift workers.
- **A huge increase in rural services** – providing frequent connections to market towns, train stations and the core bus network. This will include scheduled services as well as Demand Responsive Transport (bookable buses), meaning every village would have access to a bus service.
- **Simpler ticketing** – a tap-on tap-off system like in London would mean fares and caps were automatically calculated.
- **Zero emission buses** – cleaner buses, meeting local ambitions for the whole fleet to be zero emission by 2030.

These improvements would start immediately following a decision to go ahead with the overall package, and ramp up over the next 4-5 years.

The improvements would be funded initially by GCP, and then by the proposed Sustainable Travel Zone charge – so bus services and cheaper fares would be in place well before any charge for driving.

1. To what extent do you support or oppose the proposals for bus improvements and fare reductions?

- ☐ Strongly support
- ☐ Support
- ☐ Don't know
- ☐ Oppose
- ☐ Strongly oppose

2. Do you have any comments on the proposals for:

- Cheaper fares?
- More routes?
- Fast, high frequency services?
- Longer operating hours?
- Increased rural services?
- Simpler ticketing?
- Zero emission bus services?

Please add your comment here...

3. Are there any additional improvements to bus services that would be needed for you to use bus services for more of your journeys? If so, what are they? Or if you are a non-bus user, what would encourage you to use the bus?

Please add your comment here...

The bus improvements are proposed to start

4. immediately after a decision in summer 2023 and ramp up over the following 4-5 years. What bus improvements would you want to see delivered first? (select up to 3)

- ☐ Cheaper fares
- ☐ More routes
- ☐ Fast, high frequency services
- ☐ Longer operating hours
- ☐ Increased rural services
- ☐ Simpler ticketing
- ☐ Zero emission bus services

A London-style bus network

The London bus network is the most comprehensive in the UK. It is publicly managed or “franchised”, accountable to the Mayor, with bus services, routes, timetables and fares specified by Transport for London. To the passenger this has led to a simple, integrated approach with an easy to use, comprehensive network of bus services. Lower fares and simple multi-operator ticketing have supported growing patronage of the network and a fleet of electric vehicles have improved air quality and the local environment. Other areas such as Greater Manchester are looking to adopt this approach.

The Mayor of the Cambridgeshire and Peterborough Combined Authority is exploring the potential to franchise the bus network across our region, to deliver a similar low-fare, high quality bus network.

5. To what extent would you support or oppose the franchising of the local bus network by the Mayor and the Cambridgeshire and Peterborough Combined Authority?

- ☐ Strongly support
- ☐ Support
- ☐ Don't know
- ☐ Oppose
- ☐ Strongly oppose

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Making Connections

Have your say on proposals for faster, cheaper, more reliable bus services and safer cycling through the introduction of a sustainable travel zone

A city access public consultation

Autumn 2022

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Have your say

Between 17 October 2022 and 23 December 2022, we're inviting everyone living in Greater Cambridge and the travel to work area to have their say on the Making Connections proposals.

- The best way to share your feedback is by completing the short survey online, which is available on the [GCP Making Connections ConsultCambs webpage](#).
- If you need a hard copy of the brochure or are having trouble completing the survey, please call 01223 699906 for assistance.
- You can find out more and provide your feedback by attending in-person or online events. Find all dates and locations online at [www.greatercambridge.org.uk/mc- 2022](http://www.greatercambridge.org.uk/mc-2022) or by calling 01223 699906.
- You can email your thoughts on the proposals to consultations@greatercambridge.org.uk
- You can find paper copies of materials at libraries listed on the link above.
- You can also write to us at: Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge, CB2 1BY

Introduction

The challenge

There were 35,000 more residents in Greater Cambridge in 2021 than there were in 2011.

Congestion is clogging up our roads, making journeys slow and unreliable, and contributing to poor air quality and high carbon emissions. But for many journeys there is still no viable alternative to car travel, meaning people miss out on opportunities. With employment and population growth increasing, pressures on our transport system will keep building. We need to introduce new sustainable travel measures to transform how we travel and keep Cambridge moving.

The proposals

This consultation follows last year's Making Connections consultation, when people living and travelling in the area shared their preferred ways to transform the bus network and reduce traffic in the city, while raising money to pay for transport improvements. We have used those views to develop a proposed package of measures to change how we travel in Greater Cambridge and the wider area. We want to hear your thoughts on the three parts of the proposal:

Transforming the bus network

From mid-2023, we are proposing to transform the bus network through new routes, additional services, cheaper fares and longer operating hours.

Investing in other sustainable travel schemes

Alongside the bus network, we are proposing to invest in new sustainable travel schemes, such as better walking and cycling links.

Creating a Sustainable Travel Zone

We are proposing the introduction of a Sustainable Travel Zone in the form of a road user charge. Vehicles would be charged for driving within the zone between 7am and 7pm on weekdays, and money raised would fund improvements to the bus network and other sustainable travel schemes. The Zone would be fully operational in 2027/28, with a gradual introduction starting in 2025, but only once the first bus improvements are introduced.

A better, cleaner, safer future

This proposal is a once-in-a-generation opportunity to change how we travel in Greater Cambridge and the wider area, relieving pressure on the network and responding to air quality, cost of living and climate crises for a better, cleaner and safer future.

The proposals will see:

- Double the hours of service and miles covered of the pre-Covid Greater Cambridge bus network
- £1 flat fare for single journeys in the Cambridge bus zone, and £2 fares in the wider area
- 50% expected reduction of traffic in Cambridge

Mayor's foreword

We are at a turning point when it comes to transport in the Greater Cambridge area. With rising fuel costs, a growing population and congested roads, we need to transform our transport system and give local people better travel options that are frequent, reliable, safe, sustainable and affordable.

There are significant challenges to such ambitions. Bus services are struggling, and routes are being cut, risking leaving those who live in rural areas isolated from work, supermarkets and healthcare. Not everyone can drive or is confident on a bike on busy roads dominated by cars, especially in winter.

Offering everyone in our county better travel choices is one of my foremost ambitions as Mayor. We all need affordable, sustainable and well- connected transport to travel safely, at a time that suits us. Key to this is making active travel a natural choice, which requires a strong walking and cycling network that gives people the confidence to change how they travel.

This would not only improve air quality in our city but would also improve the health of our people and the planet.

As an NHS children's doctor, I'm very aware of the impact bad air quality and a sedentary lifestyle can have on our young people and how poor health can affect their chances in life.

The significant growth in local jobs has been important for our economy, but our public transport network has not kept pace. A shift away from cars can only happen if we have fast, reliable, affordable and frequent buses. That's why these proposals set out a bus system which aims to be world class, which is nothing short of the ambition needed to make the positive change we all want.

A severe lack of investment and vision for buses goes back decades, and we need change. The Combined Authority is continuing to work on a strategy that aims to reform our bus system.

Franchising is one future option being reviewed, alongside ways to attract funding and investment. We need to collaborate and collectively look at the available options. We need to give our community the opportunity to tell us what we can do to ensure

that they have plentiful, viable options for travelling that don't rely on the use of a private car.

This consultation is on proposals that look to that future, presenting lower fares, extended services and new routes that include rural communities, and moving us towards the safe, joined-up network we all need.

Thank you for taking the time to look through these proposals. From wherever you live in the region and however you choose to travel across it, it's essential that we hear your insights and feedback.

Dr Nik Johnson Mayor of Cambridgeshire and Peterborough Combined Authority

GCP's foreword

Greater Cambridge is a vibrant, economically successful and beautiful place. It's easy to see why people want to live and work here.

But our transport system paints a less rosy picture...

Congestion is amongst the worst in the UK. In 2020 alone, 121 deaths in Greater Cambridge were attributable to air pollution. Pedestrians and cyclists fight for space in historic, car-clogged streets. Hospitals and big businesses struggle to attract and keep staff put off by long commutes and poor public transport.

With growing communities facing a national cost of living hike and global climate crisis, we need significant changes now to prevent a failing transport network in the future – doing nothing isn't an option.

Imagine if Greater Cambridge had a London-style, more sustainable transport network with the means to continuously fund it...

Shaped by extensive consultation, these Making Connections proposals present one of the largest investments in a UK bus network. This is a step-by-step plan to achieve a future bus network with cheaper fares, more buses to more locations and faster, more frequent services.

Alongside the bus network, and in addition to building on a network of walking and cycling routes already underway, are proposals to invest in new sustainable travel

schemes, such as more cycle storage and repurposing space in the city centre for the local community.

Imagine a city that prioritises people over cars. A city with reliable, efficient and cheap buses. A city with cleaner air, less pollution and safer spaces for walking and cycling...

With the City Deal already in place to forward-fund and accelerate delivery, a Sustainable Travel Zone is proposed as the best means to fund and continue to invest in a better, cleaner, safer network.

We have a once-in-a-lifetime opportunity to transform how we travel around Greater Cambridge.

Your thoughts are crucial to shape plans and decisions, so please engage with the proposals online, in print, or through public or online events and have your say. We look forward to hearing your views.

Greater Cambridge Partnership Executive Board: Cllr Elisa Meschini, Cllr Bridget Smith, Cllr Dave Baigent, Dr Andy Williams, Prof Andy Neely

The challenge

Greater Cambridge faces a range of urgent issues to do with how we travel.

Traffic and congestion

Congestion in Greater Cambridge is among the worst in the UK and car use is at 92% of pre-Covid levels. Bus use has not recovered and is only at 73% of pre-Covid levels. These high traffic levels mean journeys on the road – whether by car or bus – are slow and unreliable. This causes daily misery for people trying to access jobs, education and services, while leading to more emissions, pollution and car-dominated public spaces.

Limited public transport options

For those without a car, the combination of high cost and poor quality public transport leads to limited access to opportunities. This can leave people isolated and make our communities less integrated and more unequal. This divide in access to transport and opportunity will only be made worse by the current cost of living crisis. A lack of affordable, reliable public transport also encourages car use. This increases congestion, which in turn makes services slower and less attractive.

A growing area

The continued growth and economic success of Greater Cambridge makes the need to change how we travel even more pressing. The housing and employment growth of the past decade is expected to continue, bringing more opportunity and prosperity to Greater Cambridge and beyond. Given that, we need to transform our transport network so it can meet the needs of the area now and for future generations.

- 44,000 more jobs expected by 2031
- 33,500 more homes expected by 2031
- 28% population growth expected by 2031

On average, more than 20% of bus services run late, mainly because of congestion.

In a 2018 study, drivers in Cambridge spent an average of 23 days stuck in peak traffic; for London this was 12 days.

Climate emergency

Carbon emissions are increasing around Greater Cambridge, contributing to the climate emergency. Transport causes 35% of local carbon emissions.

Public health crisis

Our area is facing a public health crisis: more vehicles on our roads increases emissions from exhaust fumes and tyre wear, which makes air quality worse. Low levels of walking and cycling also lead to poor health outcomes.

A car-dominated city setting

Our city environment is dominated by the car. This means walking and cycling are not as safe or attractive as they could be, and there is limited space for new active travel links. It also makes our public spaces less pleasant to spend time in.

What are emissions?

Emissions are gases and small particles such as exhaust fumes and tyre wear that are released into the air from various sources, such as vehicles. Emissions from vehicles are often harmful and contribute to global warming and air pollution. Even electric vehicles produce some harmful particulate emissions.

What are the impacts of bad air quality?

Poor air quality has a range of health impacts on people of all ages. Some of these impacts include:

- Inflammation of the airways
- Lung cancer, respiratory and cardiovascular disease
- Smaller lungs in children
- Heart attacks
- Development of asthma
- Asthma attacks

121 deaths in Greater Cambridge attributable to air pollution in 2020.

What you told us

In autumn 2021, almost 2,500 people responded to the first Making Connections consultation on proposals to improve the bus network and reduce congestion and options to provide an ongoing funding source for sustainable transport improvements. This feedback, which is summarised below, has been used to inform the proposed Making Connections package that we are now asking for your feedback on.

In 2019, people gave their views on similar issues in the Choices for Better Journeys consultation. That year, we also held a Citizens' Assembly that looked at public transport, congestion and air quality. This followed the Our Big Conversation engagement exercise in 2018. We found then that people wanted affordable, clean and practical transport solutions that can offer an alternative to car use. Most people thought we needed to reduce or discourage car use, particularly in the city centre.

During the 2021 Making Connections consultation, we found that:

- 78% supported proposals to create a bus network with cheaper, faster, more frequent and reliable services
- 71% supported overall aims – reducing carbon emissions, tackling pollution and congestion
- 68% supported reducing traffic to improve walking and cycling options
- 52% supported reducing traffic to improve public spaces

Transforming the bus network

Cambridge's green buses

We have pledged to have an entirely electric bus network in the Cambridgeshire and Peterborough Combined Authority area by 2030. Thanks to funding from the GCP, local and national government funding, the process of greening our fleet has already started. Greater Cambridge's first pair of zero emission buses started serving the Citi 6 route in 2020. Thirty more zero emission buses will be arriving in the region in the coming months. As our bus network expands, so will our green bus fleet, as we strive to have one of the greenest, cleanest transport networks in the country.

Up to 75 cars can be taken off the road with a fully-loaded double decker bus.

Cheap fares

...meaning more affordable travel

You told us that low cost, flat fares would encourage you to take the bus more often.

From 2024, we are proposing a £1 single fare for journeys in the area roughly corresponding with the current Stagecoach Cambridge zone, and a £2 single fare for journeys in the wider area. Pensioners would still travel free. Fare caps would mean lower daily and weekly charges, and special tickets for families, children and others would be introduced.

More routes

...connecting more people and places

We propose to rebuild the bus network and introduce new, direct routes between residential areas, towns and villages, employment areas, education and key services including health and leisure opportunities. New services would be provided in the city including a circular route between the Cambridge Biomedical Campus (CBC) and Cambridge North station via Cambridge Regional College and West Cambridge.

What is Demand-Responsive Transport (DRT)?

'Demand-responsive transport' services are a type of bus you can book that picks you up from near your home, such as the popular Ting service currently being trialled in West Huntingdonshire.

These buses enable passengers to make shorter local journeys or to connect to more frequent bus services and rail stations for onward journeys. This means we can ensure every village has access to a bus service.

10 minute - higher frequency, faster services

...offering a real alternative

In Cambridge, there would be up to eight buses an hour on key routes and up to six buses an hour from larger villages and market towns. Villages and rural areas would see a huge increase in services. Waiting times would be much shorter, and buses

more reliable thanks to lower traffic levels. New express services would offer even faster journeys using the busway routes. Introducing a road user charge to create the Sustainable Travel Zone (see page 10) could reduce traffic by as much as 50%. This will speed up bus journey times and improve the reliability of buses as they won't get stuck in traffic as often. This will give people a realistic and reliable alternative to the car.

Longer operating hours

...providing freedom to travel at more times of day

There would be more early morning, late evening and Sunday services, running from 5am to 1am Monday to Saturday, and 5am to midnight on Sundays. We will improve the safety and security of buses, stops and walking routes so people feel safer to use them.

A huge increase in rural services

...providing connections to market towns, rail stations and the core bus network

In rural areas, regular services would be supported by bookable buses known as 'demand-responsive transport' (see box above) meaning every village would have access to a bus service.

What you told us

During the 2021 Making Connections consultation, respondents shared their priorities for spending on the bus network. The most popular priorities were more frequent bus services (27%), cheaper fares (19%), longer operating hours (16%), and more direct services to locations across the city (15%). Introducing flat-fares (32%) or lower fares for everyone across the region (31%) were the most popular choices if money was spent on reducing fares. This feedback has informed the proposed bus changes.

Simple ticketing

As in London, a tap on and off payment system and fare caps would be introduced to ensure that someone making multiple journeys would still save money compared to current ticket costs.

Better bus infrastructure

... making journeys safer and more pleasant

To support the transformation of services, we will look at investing in wider improvements such as:

- Easy-to-understand printed and real-time information at bus stops and next-stop announcements once on board
- Maintaining high standards of cleanliness, lighting and safety on buses and at bus stations
- Improved onward travel information at key interchanges

London style bus network

The London bus network is the most comprehensive in the UK. It is publicly managed or “franchised”, accountable to the Mayor, with bus services, routes, timetables and fares specified by Transport for London. To the passenger, this has led to a simple, integrated approach with an easy to use, comprehensive network of bus services.

Lower fares and simple multi-operator ticketing have supported growing patronage of the network, and a fleet of electric vehicles has improved air quality and the local environment.

The Mayor of CPCA is exploring the potential to franchise the bus network across our Cambridgeshire and Peterborough, to deliver a similar low-fare, high quality bus network.

We are proposing one of the largest investments in buses in the UK: £50 million every year. From mid-2023, we would introduce priority improvements to the bus network and would introduce flat fares in 2024. These significant improvements would be made to the bus network before any charge is introduced. Bus service improvements would continue to be made, with the fully upgraded bus network in place by 2028.

A vision for bus travel in the city... And the wider region

A series of bus maps have been created to communicate the changes in the city and the wider region. The changes include new services, extended services and where routes will be amended. These maps are available on the [GCP Making Connections ConsultCambs webpage](#).

If anyone would like more information on these changes they can contact GCP by telephone on 01223 699906 or by email: consultations@greatercambridge.org.uk

We are proposing the biggest shake-up of buses outside London since services were de-regulated in 1985

We have designed a truly world-class bus network fit for the needs of our growing and thriving community. We are proposing improvements to regional and rural services as well as those within Cambridge, too.

A bigger role for Park and Ride sites

The Park and Ride sites are outside of the zone, and parking will remain free of charge for people who still need, or want, to drive for part of their journey. These sites would benefit from 10,000 extra parking spaces, improved walking and cycling provision as well as more electric vehicle charging points. Onward bus connections into the city would cost £1 single and would stop at key locations to improve connectivity.

Travel hubs for better interchange

We propose the creation of 'travel hubs' in key locations including the railway stations, Cambridge Regional College and Addenbrooke's/ Cambridge Biomedical Campus. These sites would bring together a range of services including car clubs, secure bike parking, e-scooter hire, buses and trains so more people can get to where they need to.

Creating the long-term funding needed

The recent media coverage of the proposed bus cuts has shown how fragile the current bus network is and why it is more important than ever to provide a more

stable financial future for buses. The Sustainable Travel Zone (STZ) provides that long-term funding, meaning we can run buses when they are needed, to where they are needed for affordable fares.

Find out more

Download the map pack by visiting the [GCP Making Connections consultation webpage](#) to see improvements on key corridors including the improvements to routes within the city centre. Our interactive bus maps at the link above show you improvements for each location.

Making connections easier – benefiting all types of journeys

Connected to healthcare

The hospitals could now be reached from early in the morning to late at night by bus and park and ride, avoiding the need for expensive parking charges.

Connected to work

Buses would connect to park and rides and all main employment sites with links to better cycling and walking routes, to offer more opportunities to those living further away. This would give local employers access to a bigger labour market.

Connected to education

Direct, fast and reliable bus and cycle routes to post-16 education would transform school and career opportunities for our young people.

Connected to friends and family

There could be more options to get around and visit people. Buses are cheaper, more reliable and more frequent; traffic conditions are better so journeys would be quicker.

Connected to customers and clients

Because of the charge, there could be less traffic so road conditions are predictable. Those who are reliant on their vehicles for work would have more reliable journeys and could visit additional customers in a day instead of being stuck in congestion.

Connected to leisure

Investment in buses, park and ride, car clubs, walking, cycling and scooting would mean there are more ways to get around which are better for us and the environment.

Investing in sustainable travel schemes

As well as transforming our bus network, there are also wider improvements to cycling and walking which can only be achieved with lower traffic levels.

With lower traffic levels and additional funding resulting from the Sustainable Travel Zone, we would invest in:

- More cycling and walking connections in the city: providing links within and across the city, including completing the Cycling Plus network of 13 routes
- Extending the network: creating more connections between villages and the city
- Improving our public spaces: creating more pleasant and more accessible spaces for people to walk around and spend time
- Making our city more accessible to those with different accessibility needs: through improvements to streets as well as support to use buses and adapted cycles
- More secure cycle parking
- Car clubs: to give people access to a car who need to travel this way less regularly, without the cost and expense of owning one
- Maintenance and improvements to footways and cycleways

Creating a sustainable travel zone

What is the Sustainable Travel Zone?

The proposed Sustainable Travel Zone is an area within which vehicles would be charged for driving at certain times. When fully operational, private cars would be charged £5, while other vehicles would be charged different amounts, as shown on page 13. Exemptions for certain vehicles, people and trips would also be in place. All the money raised by the charge would be invested into improving transport. It would help continue to fund the bus network, as well as other sustainable travel schemes.

Why are we proposing a Sustainable Travel Zone?

We have thoroughly assessed a range of options to raise the money needed to improve buses, walking and cycling provision and lower the level of traffic in our area. This assessment has been supported by feedback from public engagement and consultation over the last five years. The assessment showed that:

- Higher parking charges or the introduction of a Workplace Parking Levy would not reduce traffic levels sufficiently to meet the objectives, even if charges were higher than those proposed for the Sustainable Travel Zone. Parking charges were the least supported option in the 2021 Making Connections consultation.
- Road user charging options would provide a greater reduction in traffic and congestion and offer road users more reliable journey times. Road charging options were more preferred than parking charges. Charging all vehicles, rather than just the most polluting vehicles, would have the greatest benefits.
- A pollution charge was also considered, with zero emission vehicles exempt from the charge. This had limited benefits, as more people are expected to buy electric cars over time, so traffic levels would increase and the income to spend on bus, walking and cycling improvements would decrease. Feedback also suggested that not charging zero emission cars could be unfair to those who couldn't afford to buy one.
- The timing of the charge was also looked at. Charging only in the morning peak, even with a £10 charge, would be unlikely to meet the Making Connections objectives (pg 24). A weekday charge for cars of £5 between 7am and 7pm

could achieve the necessary levels of funding to transform the bus network and reduce traffic. The timing of the charge will remain subject to review.

More detail on how we assessed the options and arrived at the Sustainable Travel Zone proposal is available in the Options Appraisal Report on the [consultation webpage](#).

The charge zone boundary proposals remain subject to review and further development. If an area is included within the boundary, this does not indicate any change in its planning and development status. Any proposals for land use changes and development will need to be taken through all of the normal planning processes. All Park & Ride sites, shown as blue dots, will be outside the proposed Sustainable Travel Zone.

What area is covered by the proposed zone?

A map has been created to communicate the geography of the zone, showing which parts of the city will be included and which parts will not be included. Broadly speaking, the zone geography aligns with the Cambridge District Boundary, although the five Park and Ride sites are outside the zone. This map is available on the [GCP Making Connections ConsultCambs webpage](#)

If anyone would like more information on the changes, or would like to request alternative formats of the maps or consultation materials they can contact GCP by telephone on 01223 699906 or by email: consultations@greatercambridge.org.uk

The proposed boundary of the Zone reflects the preference of respondents to the 2021 Making Connections consultation, who favoured a lower charge covering a wider area. Technical work also showed that a smaller area would not reduce traffic enough or raise adequate money to fund bus services.

The proposed boundary of the Zone largely follows the urban area of the city, whilst ensuring that Park & Ride sites sit outside the charge area.

The Zone would not have a physical boundary. Signs telling drivers they are about to enter the charging area would be installed in key locations, as well as signing of alternative routes.

Cambridgeshire County Council, as the local Highway Authority, is responsible for consulting on, and would implement and operate the proposed Sustainable Travel Zone.

When would the zone be introduced?

We have committed that the proposed Zone would only be introduced after improvements have been made to the bus network. The charge could be phased-in over a period of time. An initial suggestion is set out below, however there are options around this and the consultation seeks your views.

- In mid-2023, we would begin delivering bus service improvements;
- In 2024, lower fares (£1/£2) introduced;
- Between 2025-2027, bus service improvements would continue;
- In 2025, larger vehicles (HGVs, LGVs and coaches) could start being charged at peak-time (7am-10am) on weekdays. Discounts, exemptions and reimbursements would apply;
- In 2026, all vehicles could be charged between 7am-10am on weekdays. Discounts, exemptions and reimbursements would apply; and
- In 2027/28, the full Sustainable Travel Zone could be implemented, operating between 7am-7pm on weekdays. Discounts, exemptions and reimbursements would apply.

A small majority of the respondents to the 2021 consultation favoured a charge for peak period journeys only, but subsequent technical work found that this would not raise enough revenue to support major improvements to the bus network and would cause congestion at other times of the day. Therefore we are proposing to start with morning peak time charging before moving to 7am-7pm. See the Options Appraisal Report at www.greatercambridge.org.uk/mc-2022

How would the zone work?

The charge would apply to vehicles, unless they are exempt, that move into, out of or within the Zone, not just those crossing the boundary. This is because 53% of journeys in the morning peak start within the Zone; over a third of these journeys are wholly within the Zone which are shorter and so are easier to make by foot, bike and bus, than those coming from further away. A network of automatic number plate

recognition cameras would be placed across the Zone to capture images of a vehicle's registration plate. Registration plate images would then be processed to work out if a charge applies. In line with existing charging schemes such as the Dartford bridge, payment could be made in advance or later via an account, online or over the telephone. As per usual traffic enforcement practices, penalty charge notices would be issued where payments are not received, and there would be an appeals process.

A suite of discounts, exemptions and reimbursements are proposed, see page 15 for details.

Proposed charges for different vehicles

On weekdays, it is proposed that vehicles will be charged to drive anywhere within the Zone between 7am and 7pm. The charge would only need to be paid once per day and would cost car and powered two-wheeler drivers £5, with higher charges for other vehicle types.

We looked at a range of different charge levels to arrive at these proposals. The £5 charge for private cars achieves the required level of traffic reduction and the funding for the transformational bus package. It was found that a £10 charge provided more revenue and traffic reduction than a £5 charge, but that a £5 charge still meets the scheme's objectives, with a lower financial burden on those paying. A lower charge would not raise sufficient funds for the improvements or reduce traffic.

It is proposed that larger vehicles pay more, to reflect the greater impact that they have on congestion, air quality and carbon emissions. Motorbikes and mopeds, although smaller than cars, will still be charged £5 as they raise potential risks in terms of safety, noise and conflicts with cyclists.

Listed below are the vehicle categories and their proposed charge levels:

- Cars - £5 per day
- Powered two-wheelers (motorbikes and mopeds) - £5 per day
- LGVs - £10 per day. Potential to explore a 50% discount for zero emissions vehicles

- Vehicles with over nine seats (includes school minibuses etc) – except coaches and buses - £10 per day. Potential to explore a 50% discount for zero emissions vehicles
- Coaches - £50 per day. Potential to explore a 50% discount for zero emissions vehicles
- HGVs - £50 per day. Potential to explore a 50% discount for zero emissions vehicles
- Registered bus services - 100% discount, potential to link to 2030 zero emission bus target
- Hackney Carriages (Taxis) and private hire vehicles - 100% discount if follow Cambridge City Licensing conditions, i.e. if zero emission (from 2028), and wheelchair accessible. £5 for those not meeting this

Discounts, exemptions and reimbursements

What are discounts and exemptions?

Certain vehicles would be exempt from the Sustainable Travel Zone charge. An exemption means that you do not have to pay for the charge. It applies to particular DVLA categories of vehicle. Exemptions are applied automatically without the need to register your details.

A discount of up to 100% would apply to vehicles if they or the driver meet certain criteria (see table below). There is no existing database for these vehicles so a simple application process will be introduced to apply the discount. Details of these proposals are still being developed and the survey invites your comments.

Listed below are the vehicle categories and their proposed discount/exemption:

- Emergency vehicles – exempt
- Military vehicles – exempt
- Disabled tax class vehicles – exempt
- Breakdown services – exempt
- Dial-a-ride services – exempt
- Certain local authority operational vehicles, eg refuse collection vehicles – exempt
- Blue badge holders – upto two vehicles get 100% discount
- People on low incomes – tapered discount 25-100%
- Car club vehicles (official providers) – 100% discount

Reimbursement scheme

A reimbursement is a way to refund the charge for certain journeys that cannot be made by another form of transport. Alongside the discounts and exemptions, we are proposing the following reimbursements:

- NHS patients clinically assessed as too ill, weak or disabled to travel to an appointment on public transport, including those who:
 - Have a compromised immune system;
 - Require regular therapy or assessments;
 - Need regular surgical intervention.
- NHS staff using a vehicle to carry certain items (such as equipment, controlled drugs, patient notes or clinical specimens, blood or breast milk);
- NHS patients accessing Accident and Emergency services;
- NHS and other emergency services staff responding to an emergency when on call;
- Other essential emergency service trips made in business vehicles that are not specifically listed above for exemptions, e.g. fire safety inspections;
- Social care, community health workers and Care Quality Commission- registered care home workers; and
- Minibuses and LGVs used by charities and not-for-profit groups.

Timeline

- Consultation ends in December 2022
- Cambridgeshire County Council final decision 2023
- Priority bus service improvements in 2023
- Lower fares (£1/£2) introduced in 2024
- Further bus and GCP infrastructure improvements in 2025/2026 including:
 - More buses and more routes running from 5am to 1am
 - Improved interchange to rail services
 - Rural Demand Responsive Transport
- Potential phasing-in period. Options outlined in consultation 2026
- Full bus network in place 2027/2028
- Full Sustainable Travel Zone 7am-7pm proposals implemented 2027/2028

Benefits for Greater Cambridge

Benefits of the scheme

Making Connections is a once-in-a-generation opportunity to transform the way we travel - and live - in the Greater Cambridge area and beyond, creating an affordable and sustainable transport network and breaking the vicious cycle of car dependence. The package of proposals unlocks significant benefits to travel better, cleaner and safer. It gives new choices to residents, businesses and visitors to access employment, education, services and leisure opportunities, particularly for those on the lowest incomes and those without access to a car.

Tackling transport-related social exclusion

The transformation of our region's bus services will tackle the transport-related social exclusion of those who are currently unable to access opportunities, key services, and community life because the bus services are simply not good enough: fragmented, unreliable and costly. This exclusion is disproportionately felt by those who already suffer from social and economic inequality: women, children, older people, disabled people, ethnic minorities and LGBTQ+ communities.

Creating a healthier and cleaner environment

The predicted 50% reduction in traffic will create more space and cleaner air allowing 60,000 extra walking and cycling trips every day. Greater levels of active travel will increase the health of the population, tackling the negative impacts of sedentary lives. 18% of 10-11year olds and 62% of adults in our region are classed as overweight or obese. The number of deaths attributable to air pollution, prevalent amongst the most vulnerable in society, is on the increase. These proposals will help reverse this trend.

With the Zone fully operational, nearly 90% of locations studied will experience a decrease in nitrogen dioxide concentrations.

Breaking the cycle of car dependency

A lack of realistic alternatives forces households into increasingly costly car ownership and car dependence. If we can break that dependence, this will mean that people don't have to be car reliant: young people can be more independent and access education and leisure facilities; older people can have confidence that the bus will turn up and there will be space to sit; and car ownership becomes a genuine choice, not an imperative.

Meeting carbon reduction targets and tackling the climate crisis

The package - uniquely in the UK - helps this area to meet legally-binding carbon reduction targets and will ensure Cambridge remains an innovative, global leader, paving the way for others to follow.

£50m+ per year to invest in transport.

Creating a stable and ongoing source of funding through the introduction of the Zone for a world-class bus and active travel network reduces our reliance on government funding and puts this area back in control of our future travel.

40% expected increase in public transport use inside the Zone and wider South Cambridgeshire area.

Understanding the impacts of the scheme

Whilst there are lots of benefits, it is important that we understand any potential drawbacks of this package of measures on the people who live, work and travel to this area, which is why it is so important that you tell us your views in this consultation.

As well as this public consultation, we have also prepared an Equality Impact Assessment (EqIA) to aim to meet our Public Sector Equality Duty to eliminate discrimination and advance equality of opportunity for all. This specifically considers whether there are any unequal or unintended impacts in relation to these Protected Characteristics:

- Age
- Disability
- Gender reassignment (inc. non-binary, gender fluid and those transitioning)

- Marriage and civil partnership
- Pregnancy and maternity
- Religion or belief
- Sex
- Sexual orientation
- Race, including colour, nationality, ethnic or national origin

The draft EqIA report can be found on the [consultation webpage](#).

We also looked specifically at those on low incomes.

The EqIA found that drawbacks are reduced by the suite of discounts, exemptions and reimbursements, for example the proposed discounts for Blue Badge holders and those on low incomes. The transformation of the bus network will significantly benefit many of these groups above, for example, access to more educational opportunities for young people.

The EqIA assessment highlights (paragraph 8.2.5) that there may be some disproportionate impacts on certain groups. We commit to doing further work with those affected, local authorities and community groups over the coming months to understand how we can address them. This includes:

- Gypsy and Traveller groups;
- People with reduced mobility but who do not qualify for either a Blue Badge or low-income discounts;
- People with Protected Characteristics that rely on informal care provision;
- People accessing Special Education Needs provision where public transport is not an appropriate option; and
- People on low incomes and how the proposed low-income discount should work.

Objectives

The GCP's vision for transport is:

"Creating better and greener transport networks, connecting people to homes, jobs, study and opportunity"

The Making Connections proposals aim to address these challenges through meeting the following objectives:

- Reduce traffic by 15% from the 2011 baseline, freeing up road space for more public transport services, and other sustainable transport;
- Ensure public transport is more affordable, accessible and connects to where people want to travel, both now and in the future;
- Raise the money needed to fund the delivery of transformational bus network changes, fare reductions and improved walking and cycling routes;
- Make it safe and attractive to walk and cycle for everyday journeys;
- Support decarbonisation of transport and improvements to air quality; and
- Make Greater Cambridge a more pleasant place to live, work, travel or just be.

The bigger picture

Complementing existing schemes

The proposals would help improve access, reduce congestion and deliver a step-change in public transport provision in Greater Cambridge. They form part of the 'City Access' programme, and are designed to complement other planned schemes in the region.

Other local schemes

- Planning for four new busways is underway to provide better transport connections from growing communities to the north, south-east, east and west of Greater Cambridge. They are a key part of the GCP's vision for a Future Bus Network, giving more people the choice of attractive public transport by better serving employment and residential areas.
- Improved travel hub capacity on routes into the city forms part of the busway proposals. Travel hubs are set to link up bus, walking and cycling networks while providing 10,000 additional Park & Ride spaces and will be equipped with electric vehicle charging points. Planning has been approved for a new travel hub at Cambridge South West.

- The GCP is creating safe and easy routes for more active travel journeys to encourage more people to join Greater Cambridge's already UK-leading number of cyclists, along with those walking and horse-riding. A network of 12 Greenways will create connections for those travelling into the city, and inner city Cross City Cycling, Chisholm Trail and Maddingley Road schemes are all underway to better link up key sites.
- The GCP is improving connections for public transport journeys and walking and cycling links with bus and cycle lanes completed on Histon Road. Work started on Milton Road in the summer.
- A review of Cambridge's road network classification is underway, assessing how traffic and people move about the city and what improvements can be made. Results and recommendations are expected during the next year.
- An integrated parking strategy is currently being developed to ensure future parking demand in Greater Cambridge is met.
- New rail connections are also being established in the region, including through the development of Cambridge South railway station (due to open in 2025) and the proposed East West Rail, connecting Oxford and Cambridge.

More information about each of these GCP-led schemes can be found online on the [GCP Sustainable Travel webpage](#).

Next steps

The timeline below summarises the journey since the consultation last year, where we are now, and what happens next.

After the consultation is complete, a summary of findings will be published online based on people's responses. The findings will be used to put together a detailed Business Case that contains the final details of the proposals. The GCP Executive Board would then consider that Business Case, decide whether to go ahead with the proposal and consider the timeline to implementing each part of the scheme. Cambridgeshire County Council, the local Highway Authority, will make the final decision in relation to any Sustainable Travel Zone and will be responsible for implementing it.

- January to August 2022 - Feedback from first consultation considered and further technical work done to create detailed proposals.
- September 2022 - GCP Executive Board considered detailed proposals and decided to consult public.
- October to December 2022 - Current consultation on detailed scheme.
- January to June 2023 - Detailed Business Case devised based on feedback. GCP Executive Board consider final proposals and timeline to implementation.
- Mid 2023 - Cambridgeshire County Council final decision.
- Summer 2023 - First public transport improvements potentially introduced.
- 2024-2028 Further bus improvements and potential implementation of Sustainable Travel Zone.

About the GCP

The Greater Cambridge Partnership (GCP) is investing in many projects to improve the quality of life for everyone in our area. We are working with local councils, businesses and academia to improve transport. This will support the shift to decarbonisation and create an inclusive economy. This means ensuring residents benefit from cleaner air, more green space, and access to a wider choice of work, education, health and leisure opportunities.

If you would prefer a copy of this document in large print, Braille, audio tape or in another language please email: consultations@greatercambridge.org.uk

Stay informed

You can stay informed about the scheme by visiting the [GCP Making Connections ConsultCambs webpage](#) or keeping an eye on social media:

Facebook facebook.com/GreaterCambs

Twitter @GreaterCambs #GCPMakingConnections

Write to us at:

Greater Cambridge Partnership

PO Box 1493

Mandela House

4 Regent Street

Cambridge CB2 1BY

The consultation closes at midday 23 December 2022

Townclerk

From: Almond, Rachel <rachel.almond@westsuffolk.gov.uk>
Sent: Friday, November 25, 2022 11:05:52 AM
To: Drummond, Andy <andy.drummond@westsuffolk.gov.uk>
Subject: Tree at The Severals, Newmarket - DC/22/1721/TCA

Dear Andy,

I have received further detail from our arboricultural consultants regarding your enquiry. They have further explained that whilst the tree was considered to have amenity value, it is situated very close to a wall and buildings and being a large tree species, the lifespan of this tree would be limited due to potential subsidence issues from tree roots as the tree to grow. Due to its proximity to the buildings and the wall, it would require repeated reduction works to keep the tree at a suitable size. Due to these reasons the tree does not meet the criteria required for a Tree Preservation Order.

For context, when trees are assessed for TPO potential a model is used (TEMPO) which assesses the following considerations:

- Condition/Health/Form
- Retention span – including existing or near future nuisance including considerations of outgrowing their context
- Relative public visibility
- Expediency of protection

I hope this has provided helpful background relating to the decision to raise no objections to the tree's removal under the regulations relating to Trees in Conservation Areas.

Kind regards

Rachel Almond
Service Manager (Planning - Development)
Planning Development

List of historic Tree Officer referral responses by NTC - June 2022 to current date

D/22/05/7.04 Resolved

DC/22/0656/TCA

The Committee actively encourages responsible tree management and objects to the felling of healthy trees. The Committee objected to this application and requested that the application be submitted to the Tree Officer for consideration. If the trees are to be felled, that they be felled outside of the bird nesting season and the Committee requests that suitable replacements be planted.

D/22/06/9.02 Resolved

DC/22/0844/TCA

The Committee actively encourages responsible tree management and objects to the felling of healthy trees. The Committee objected to this application and requested that the application be submitted to the Tree Officer to consider placing TPOs on the trees in the area if appropriate. If the trees are to be felled, that they be felled outside of the bird nesting season and the Committee requests that suitable replacements be planted.

D/22/06/27.05 Resolved

DC/22/0945/TCA

The Committee actively encourages responsible tree management and object to the felling of healthy trees. The Committee requested that the application be submitted to the Tree Officer for consideration. If the trees are to be felled, that they be felled outside of the bird nesting season and the Committee requests that suitable replacements be planted

D/22/07/9.01 Resolved

DC/22/1035/TPO

The Committee actively encourages responsible tree management and objects to the felling of healthy trees. The Committee objected to this application and requested that the application be submitted to the Tree Officer for consideration. If the tree is to be felled, that it be felled outside of the bird nesting season and the Committee requests that suitable replacements be planted.

D/22/07/9.05 Resolved

DC/22/1048/TCA

The Committee actively encourages responsible tree management and objects to the felling of healthy trees. The Committee objected to this application and requested that the application be submitted to the Tree Officer for consideration. If the trees are to be felled, that they be felled outside of the bird nesting season and the Committee requests that suitable replacements be planted.

D/22/07/9.10 Resolved

DC/22/1110/TCA

The Committee actively encourages responsible tree management and objects to the felling of healthy trees. The Committee objected to this application and requested that the application be submitted to the Tree Officer for consideration. If the tree is to be felled, that it be felled outside of the bird nesting season and the Committee requests that suitable replacements be planted

D/22/08/7.03 Resolved

DC/22/1236/TCA

The Committee actively encourages responsible tree management and objects to the felling of healthy trees. The Committee objected to this application and requested that the application be submitted to the Tree Officer to consider. If the trees are to be felled, that they be felled outside of the bird nesting season and the Committee requests that suitable replacements be planted.

D/22/09/8/7 Resolved

DC/22/1444/TPO

The Committee actively encourages responsible tree management and objects to the felling of healthy trees. The Committee objected to this application and requested that the application be submitted to the Tree Officer for consideration. If the tree is to be felled, that it be felled outside of the bird nesting season and the Committee requests that a suitable replacement be planted.

D/22/09/24.04 Resolved

DC/22/1533/TPO

The Committee actively encourages responsible tree management and objects to the felling of healthy trees. The Committee objected to this application and requested that the application be submitted to the Tree Officer for consideration. If the tree is to be felled, that it be felled outside of the bird nesting season and the Committee requests that a suitable replacement be planted.

D/22/09/24.07 Resolved

DC/22/1555/TPO

The Committee actively encourages responsible tree management and objects to the felling of healthy trees. The Committee objected to this application and requested that the application be submitted to the Tree Officer for consideration. If the trees are to be felled, that it be felled outside of the bird nesting season and the Committee requests that suitable replacements be planted.

D/22/09/24.08 Resolved

DC/22/1556/TCA

The Committee actively encourages responsible tree management and objects to the felling of healthy trees. The Committee objected to this application and requested that the application be submitted to the Tree Officer for consideration. If the trees are to be felled, that it be felled outside of the bird nesting season and the Committee requests that suitable replacements be planted.

D/22/10/22.03 Resolved

DC22/1726/TCA

The Committee actively encourages responsible tree management and objects to the felling of healthy trees. The Committee objected to this application as this is a magnificent tree and strongly requested that the application be submitted to the Tree Officer for careful and thorough consideration. If the tree is to be felled, that it be felled outside of the bird nesting season and the Committee requests that a suitable replacement be planted.

D/22/11/7.01 Resolved

DC/22/1766/TCA

The Committee actively encourages responsible tree management and objects to the felling of healthy trees. The Committee objected to this application and requested that the application be submitted to the Tree Officer for consideration. If the trees are to be felled, that they be felled outside of the bird nesting season and the Committee requests that suitable replacements be planted.

D/22/11/7.03 Resolved

DC/22/1787/TCA

The Committee actively encourages responsible tree management and objects to the felling of healthy trees. The Committee objected to this application and requested that the application be submitted to the Tree Officer for consideration. If the trees are to be felled, that they be felled outside of the bird nesting season and the Committee requests that suitable replacements be planted.