

Infrastructure

Topic Paper



Greater Cambridge Local Plan

Topic Paper published as part of the Proposed Submission Local Plan - Regulation 19 consultation (August 2026 - September 2026)



Topic Paper: Infrastructure

1. Introduction and purpose

1.1 This is one of nine topic papers produced to accompany the Proposed Submission (Regulation 19) consultation on the Greater Cambridge Local Plan.

The topic papers are:

- Development strategy (with appendices)
- Site allocations
- Climate change
- Biodiversity and green spaces
- Wellbeing and social inclusion
- Great places
- Jobs
- Homes
- Infrastructure

1.2 All of the papers can be found on the Greater Cambridge Shared Planning website as part of the document library for this stage. The topic papers set out how each policy under the relevant Local Plan 'theme' has been updated following on from the Draft Local Plan stage. As such, the topic papers support and complement the Proposed Submission consultation document as they provide a detailed explanation of the basis for each policy.

1.3 The topic paper has a section for each policy which sets out:

- Policy context update – Any national or local policy changes, or other context changes which impact on the policy approach.
- New or updated evidence – Highlighting where new evidence has been prepared since the draft plan stage.
- Additional alternative approaches considered – If any additional reasonable alternative approaches were identified to the policy.

- Proposed approach – changes that have been made to the approach in the Draft Local Plan, and why they have been made.

- 1.4 Representations received at previous stages, including to the Draft Local Plan consultation, are summarised in the Statement of Consultation. This also includes responses to the issues raised.
- 1.5 The topic papers at previous consultation stages including those which accompanied the Draft Local Plan as are still available to view in our document library.
- 1.6 The Local Plan is supported by a wide range of evidence which can be found in our document library. Key supporting documents to the plan include:
 - Statement of Consultation
 - Sustainability Appraisal
 - Habitats Regulations Assessment
 - Equalities Impact Assessment (EQIA)
- 1.7 A draft NPPF was published for consultation on 16 December 2025 with comments required by 10 March 2026. The two Councils have submitted their response to this consultation. A final version of the NPPF has not yet been published at time of preparation of the Proposed Submission Local Plan. As a legacy plan, being prepared under the previous plan making system, transitional arrangements mean that the soundness of the Local Plan will be considered against the National Planning Policy Framework December 2024.

2. Infrastructure policies

2.1 The following proposed policies areas are addressed in this topic paper:

- I/ST: Sustainable transport and connectivity
- I/MH: Mobility hub facilities
- I/CV: Cycle and vehicle parking
- I/SD: Servicing and last-mile deliveries
- I/SI: Safeguarding important infrastructure
- I/AD: Aviation development
- I/EI: Energy infrastructure masterplanning
- I/ID: Infrastructure and delivery
- I/DT: Digital and telecommunications infrastructure
- I/CM: Construction management

3. I/ST: Sustainable transport and connectivity

Policy context update

3.1. No additional policy context update.

New or updated evidence

Greater Cambridge Transport Strategy (GCTS)

3.2 The Greater Cambridge Transport Strategy is being prepared by the Cambridgeshire and Peterborough Combined Authority (CPCA), as a sub-document to the Local Transport and Connectivity Plan. It forms part of the transport evidence for the Local Plan.

3.3 An interim Draft Greater Cambridge Transport Strategy has been prepared by the CPCA and published alongside the Proposed Submission Local Plan. This sets out a framework for transport and connectivity across Greater Cambridge and on the priority routes that connect it to the wider region and country, articulating how a multi-modal transport network, supported by a range of planned interventions, can enable and support planned development. Further development of the GCTS will take place later in 2026, with the final version to be published alongside the Proposed Submission Local Plan.

3.4 Further detail of the GCTS, including its role in the context of the wider transport evidence base, is set out in the Strategy Topic Paper.

Additional alternative approaches considered

3.5 No additional alternative approaches have been identified.

Proposed approach

3.6 In response to recently prepared evidence and representations received on the Draft Plan at Regulation 18 stage, the following amendments have been made to the Draft Plan policy:

- Clarification that development should be designed to promote sustainable and active travel patterns from first occupation. The policy has been amended to reflect the road user hierarchy in the highway code and Local Transport and Connectivity Plan, in order to ensure new development is designed to prioritise the needs and safety of the most vulnerable road users, provide a genuine choice of mode appropriate to the location, and promote sustainable and active travel habits from the outset.
- Clarification of how development will be assessed as achieving sufficient integration and accessibility by sustainable and active modes. Applicants will be required to demonstrate that they have considered and addressed the sub-criteria to criteria 2 through their Transport Assessment or Statement (depending on the scale of development). These criteria address each mode of transport and seek to ensure suitable provision is made, as appropriate to the location and type of development proposed.
- Insertion in policy text “provide new and improved opportunities for recreational and leisure movement”. Whilst the policy is primarily concerned with the movement of people for travel to and from destinations, it also facilitates trips made for recreation and leisure purposes through the provision of joined up routes and networks.
- Insertion of additional text for securing on- and off-site improvements to public and community transport. The policy has been strengthened by the inclusion of additional text to secure improvements to public and community transport (including demand responsive services), through financial contributions towards service provision and delivered through development, such as higher density close to stops, and design and other measures to ensure direct routing, the reliability and punctuality of services.
- Clarification that the design of new road or access should secure the safety of and inclusivity for all road users. Reflecting the road user hierarchy the policy requires the design of new roads and accesses to ensure the safety of all road users, including through slowing vehicle

speeds and, as appropriate to the function and importance of the road, prioritising vulnerable road users. Lower priority will be given to through traffic in certain areas, to avoid the potential for creation of new rat-runs for traffic, whilst maintaining access for essential road users including emergency services and service providers.

- Insertion of new text to secure wider complementary measures to contribute towards securing sustainable travel behaviour from the outset. The provision of the right physical measures and environment can enable sustainable and active travel. However, recognizing the importance of embedding sustainable travel habits from the outset and that travel habits and behaviour can also be influenced by softer measures, such as subsidised public transport tickets, the policy seeks to secure complementary measures as appropriate to the proposed development.
- The supporting text has been expanded to provide additional clarification and include links to more detailed guidance including national design guidance (including Active Travel England's standing advice note: Active travel and sustainable development, Local Transport Note (LTN) 1/20 cycle infrastructure and LTN 1/24 bus user priority), and adopted transport strategies prepared by the local highways and transport authorities.

4. I/MH: Mobility hub facilities

Policy context update

4.1 No additional policy context update.

New or updated evidence

Draft Mobility Hub Strategy and Delivery Plan for Cambridgeshire and Peterborough Combined Authority

4.2 The Mobility Hubs Strategy and Delivery Plan for Cambridgeshire and Peterborough has been prepared by the Cambridgeshire and Peterborough Combined Authority (CPCA) with support from CoMoUK and forms part of the Local Transport and Connectivity Plan (LTCP). They set out the Combined Authority's ambition to roll out mobility hubs across the sub-region.

4.3 The Strategy sets out the vision and objectives for mobility hubs in Cambridgeshire and Peterborough and provides the policy context in which mobility hubs will be established. The strategy also provides details on the typologies of mobility hubs to be established, including Large Interchange Hubs, City Centre Hubs, Transport Corridor Hubs, Urban Neighbourhood Hubs, Large Employer Hubs, New Housing Development Hubs and Market Town/Rural hubs, and sets out the essential and desirable components for each. The strategy concludes by setting out the potential mobility hub locations in the CPCA area and setting out the principles for successful governance.

4.4 The Delivery Plan builds on the mobility hubs strategy and sets out the methodology for the identification of potential mobility hub sites, presenting a long list of suitable locations and in-depth assessment as to why these were selected. It also makes recommendations for funding and management of mobility hubs.

4.5 Emerging drafts of the CPCA Mobility Hub Strategy and Delivery plan have been shared with the Councils to help further develop the policy. Both are expected to be published by the CPCA for consultation later in 2026.

Draft Greater Cambridge Transport Strategy

4.6 The Greater Cambridge Transport Strategy is being prepared by the Cambridgeshire and Peterborough Combined Authority (CPCA), as a sub-document to the Local Transport and Connectivity Plan. See paragraphs 3.2-3.4 for further details.

Delivering Quality: Mobility Hubs - Homes England (March 2026)

4.7 In March 2026, Homes England published a new guidance note on delivering mobility hubs. The guidance note provides an overview of the concept and purpose of a mobility hub and outlines the process through which one can be planned and delivered. Details are provided in the guidance note on the components that should be considered at the planning stage when delivering mobility hubs. The overall principles that determine the range of components provided at a mobility hub are the number of transport mode interchanges it enables and other site-specific factors.

Additional alternative approaches considered

4.8 No additional alternative approaches have been identified.

Proposed approach

4.9 In response to recently prepared evidence and representations received on the Draft Plan at Regulation 18 stage, the following amendments have been made to the Draft Plan policy:

- The focus of the policy has now been altered to support the delivery of a network of mobility hubs across different scales. The policy not only supports opportunities to enhance the function of facilities at existing Park and Ride sites, but also opportunities to improve other interchanges such as bus and railway stations and deliver wholly new mobility hubs,

where there is a demonstratable need and the transport effects can be mitigated. The revised policy provides clearer support for the delivery of smaller localised mobility hubs to allow for greater interchange into these larger mobility hubs and the formation of wider mobility hub networks. Expanding the mobility hubs network across Greater Cambridge will ensure that people have greater opportunities to use sustainable modes of transport for all or part of their journey.

- The revised policy includes a clearer definition of the concept of a mobility hub and key principles around how they should be designed. Criteria 2 introduces a clearer set of required components for mobility hubs, which align closely with the recently published Delivering Quality: Mobility Hubs guidance note and the CPCA's Mobility Hubs Strategy and Delivery Plan. The supporting text of the policy clarifies that not all of the components will be appropriate in certain contexts and that consideration should be given to the CPCA Mobility Hubs Strategy and Delivery Plan in determining what components might be appropriate in different contexts. Criteria 3 of the policy identifies a range of supporting facilities and infrastructure that may be appropriate to the wider functions associated with mobility hubs, and support interchange between different modes of transport.
- In response to feedback provided through the Regulation 18 consultation: criteria 2e. of the policy adds a requirement for mobility hubs to provide secure parking for cycles and other forms of micromobility that are of a scale and design appropriate to the context and location; and criteria 2f. has also been introduced to ensure that car parking spaces, car club spaces and dedicated space for private vehicles and or taxis are secured, but only where this is necessary to encourage interchange to more sustainable transport modes for part of the journey.
- To ensure the transport impacts are fully considered as part of proposals seeking to introduce new or enhance existing mobility hubs, further information has been provided in the supporting text of the policy to recognise the need vision-led transport assessments that identify and set

out measures to mitigate highways or transport impacts.

- In response to feedback through the Regulation 18 consultation, a specific criteria has been added to secure management and maintenance plans in relation to mobility hub proposals, ensuring that all components including supporting facilities are appropriately managed.

5. I/CV: Cycle and vehicle parking

Policy context update

5.1 No additional planning policy update.

New or updated evidence

5.2 No additional evidence update.

Additional alternative approaches considered

5.3 No additional alternative approaches have been identified.

Proposed approach

5.4 In response to representations received on the Draft Plan at Regulation 18 stage, the following amendments have been made to the Draft Plan policy:

- Clarification on how the level of car and cycle parking should be determined and justified through the Transport Assessment / Statement. Car and cycle parking should be determined on a site-by-site basis using a vision-led and design-led approach. Additional clarification has been added to the range of factors that should be considered, including the scale, density and mix of development, the frequency of public transport and availability of active travel routes.
- Clarification of guidance for the design of cycle parking to ensure it is the most appropriate provision for its location and purpose. It is important that cycle parking is at least as convenient as car parking, accessible and suitable for people of all abilities and designed appropriately, particularly in sensitive locations. Further clarification has been added to the policy wording and supporting text, including limiting the use of two-tiers stands, how parking should consider the different needs of users including clarification of non-standard cycles, and how it should be sympathetically integrated into the streetscene and residential developments. Larger developments are required to ensure appropriate space for micromobility modes such as dockless cycles.
- New guidance is inserted into policy, seeking to ensure a holistic

approach to all aspects of car parking, including for visitors, servicing, pick-up/drop-off activities, electric vehicle charging, in a manner that is well integrated and considers future users and occupiers of development. The policy also clarifies that car-free or car-capped development will be acceptable in certain circumstances, and opportunities to reduce levels of car parking.

- Whilst the requirement for electric vehicle charging infrastructure is determined by Building Regulations further guidance has been inserted into the supporting text to guide the type and power output of chargers, and to ensure their design avoids street clutter and conflict with other highway users.

6. I/SD: Servicing and last-mile deliveries

Policy context update

6.1 No additional planning policy update.

New or updated evidence

6.2 No additional evidence update.

Additional alternative approaches considered

6.3 No additional alternative approaches identified.

Proposed approach

6.4 In response to representations received on the Draft Plan at Regulation 18 stage and to ensure consistency across the Plan, the following amendments have been made to the Draft Plan policy:

- Criteria 2 has been amended to clarify the purpose of Delivery and Servicing Plans in demonstrating how highway safety or road networks will be mitigated. This is in response to comments made by residents regarding highway safety and the negative impacts of servicing and deliveries on local communities.
- In response to representations seeking a stronger focus on sustainability and decarbonisation, Criteria 2 has been strengthened to require alternative practices and emerging technologies to be incorporated into development proposals wherever practicable, including priority for measures that support emission reductions. Additional clarification has also been included in the supporting text, noting the linkage with the wider strategic objectives of the Local Plan.
- The supporting text has been revised to clarify that location-specific factors should be considered when considering appropriate provisions for servicing and deliveries, reflecting comments made around the cumulative impact of infrastructure and safety implications, especially

when development (or associated delivery routes) are located in close proximity to schools or active travel routes

- The supporting text has been clarified to confirm that Delivery and Servicing Plans should be incorporated into Travel Plans, where required, and be aligned with any Transport Assessment or Transport Statement prepared in accordance with Policy I/ST Sustainable transport and connectivity.
- Minor amendments have been made to the policy for clarity of expression and to clarify (in Criteria 1) that the policy would only apply to developments that generate freight and delivery movements.

7. I/SI: Safeguarding important infrastructure

Policy context update

7.1 No additional planning policy update

New or updated evidence

7.2 No additional evidence update

Additional alternative approaches considered

7.3 No additional alternative approaches have been identified.

Proposed approach

7.4 In response to representations received on the Draft Plan at Regulation 18 stage and further engagement undertaken with infrastructure providers following the consultation, the following amendments have been made to the Draft Plan policy:

- In response to various representations, to make the policy more effective, specific criteria have been added to clarify how the Councils, in consultation with National Highways or the East West Rail Company, would consider applications received on land subject to Safeguarding Directions issued by the Secretary of State for Transport.
- In consultation with Cambridgeshire County Council, land has been safeguarded in the policy for three key transport corridor schemes – Cambridge to Cambourne, CSET Stage 2 and Waterbeach to Cambridge – with criteria included against which any planning application within the safeguarded area would be assessed. These schemes are at an advanced stage of preparation, with Transport and Works Act Order applications submitted by the Greater Cambridge Partnership in order to secure their consent, and directly support a number of key proposed allocations in the Local Plan.
- In consultation with Cambridgeshire County Council, criteria have been added to the policy to ensure applications for development do not

prejudice, and where possible support, the implementation of the Chisholm Trail.

- In consultation with Network Rail, the proposed safeguarding of existing railway sidings at Fulbourn and Whittlesford has been removed from the policy, following confirmation that there are no active freight sites in the area.
- In response to various representations, clearer reference has been added in the supporting text to areas of safeguarded land in the adopted Cambridgeshire and Peterborough Minerals and Waste Plan 2021. It is not for the Greater Cambridge Local Plan to safeguard these sites, which are already afforded protection within the wider Development Plan.

8. I/AD: Aviation development

Policy context update

No additional planning policy update.

New or updated evidence

8.1 No additional evidence update.

Additional alternative approaches considered

8.2 No specific alternative approaches were considered; rather, taking on board both supportive and opposing representations submitted during the consultation, the policy was clarified, both in terms of what relevant proposals need to demonstrate to support their planning application, along with the environmental factors that need to be considered as part of any such application.

Proposed approach

8.3 In response to representations received on the Draft Plan at Regulation 18 stage, the following amendments have been made to the Draft Plan policy:

- The policy has been streamlined and amended to focus on specific requirements aviation related proposals will need to satisfy as part of the planning application process. This includes temporary planning permission for a 'trial-period' to assess a proposal's adverse impacts. Where planning permission is granted, temporary or permanent any agreed activities, operations and, or restrictions will be controlled by planning conditions.
- Criteria 1 and 2 have been merged with the approval sub-criteria clarified. Refinements include: 1a, a specific Business Plan requirement to demonstrate significant benefits to the area; 1b, the noise impacts of flying activities need to consider the cumulative impact; and 1c the aerial recreation provision will need to be significantly improved.
- The previous criteria 3 and 4 been merged into a new criteria and broadened to include different types of aerial activity including non-

traditional forms of aviation including Unmanned Aerial Vehicles (UAV) or Unmanned Aircraft System (UAS) – drones – given their increased use in day-to-day activities.

- The policy continues to refer to national noise limits set by Defra, however specific reference to these metrics has been removed to ensure that updated guidance provided by Defra can be applied. Other considerations previously listed in criteria 8 have also been included here.
- More general matters relating to different sources of pollution are considered under Policy WS/HS: Pollution, health and safety which will ensure any noise and, or health concerns are addressed including any other potential environmental concerns specific to an aviation proposal are considered. Other sections of the original policy detailing environmental and amenity considerations have been transferred to the supporting information section.

9. I/EI: Energy infrastructure masterplanning

Policy context update

9.1 No additional planning policy update. Of broader relevance, proposals related to Heat Network Zoning Regulations are currently being progressed by central Government.

New or updated evidence

Cambridgeshire Local Area Energy Plan

9.2 The Cambridgeshire Local Area Energy Plan has now been adopted. A further Phase 2 of this report for the districts of Cambridge City and South Cambridgeshire has been prepared to reflect the spatial distribution of growth in the Local Plan on energy demand, mapping this against electricity sub stations to forecast what additional grid reinforcements are needed.

Additional alternative approaches considered

9.3 None.

Proposed approach

9.4 In response to recently prepared evidence and representations received on the Draft Plan at Regulation 18 stage, the following amendments have been made to the Draft Plan policy:

- The majority of the comments received through the Regulation 18 consultation on the Draft Local Plan have been addressed by the additional work on the Local Area Energy Plan, which looks more closely at the spatial distribution of growth and the long term planning of energy infrastructure to ensure that there is sufficient capacity in the grid to accommodate all of the growth proposed.
- Officers have reviewed the policy and have provided clarity on the information to be covered in energy masterplans, with further detailed

guidance to be provided within technical notes. A requirement for data centres to also provide an energy masterplan has been added due to their large energy demand. This is in response to wider representations on the Draft Plan around planning for data centres, and in anticipation of further data centres being consented and ensuring there is sufficient infrastructure to support them. Furthermore, energy flexibility has been added to the policy to ensure that planning for future energy infrastructure is more robust and reflective of peaks in energy demand to manage it more effectively.

10. I/ID: Infrastructure and delivery

Policy context update

10.1 The Planning and Infrastructure Act received Royal Assent in December 2025. The Act, and related secondary legislation and associated changes to the NPPF and PPG, will reshape the future procedural and policy landscape in which infrastructure planning takes place. Local Government reorganisation will lead to a new dynamic between the different tiers of local government, with shifting responsibilities likely to have an impact on service delivery throughout Cambridgeshire and Peterborough. While these shifts are acknowledged, the policy and its supporting evidence base have been prepared to reflect the current legislative, policy and funding environment.

10.2 The Councils are working towards the adoption of the Community Infrastructure Levy (CIL) under the 2018 Cambridge Local Plan and South Cambridgeshire Local Plan. The revenue raised by CIL will be used to fund the strategic transport projects being delivered by the Greater Cambridge Partnership under the Greater Cambridge City Deal commitments. Section 106 agreements will continue to be used to mitigate the impact of developments by funding local infrastructure such as schools, libraries, doctor's surgeries, sports facilities, community centres, and green infrastructure. The Planning Obligations SPD 2026 will be used to guide decision taking. The Councils are currently considering responses to the recent consultation on the proposed CIL charging schedule and are working towards implementing this in early 2027, following an Examination in Public.

10.3 Following the adoption of CIL and the Greater Cambridge Local Plan, it is anticipated that the local planning authority will review the business case for replacing the adopted CIL and Planning Obligations SPD with a

comprehensive charging schedule, whereby CIL becomes the primary focus of developer contributions.

New or updated evidence

Greater Cambridge Infrastructure Delivery Plan

10.4 The Greater Cambridge Infrastructure Delivery Plan (IDP), which forms a key part of the Councils' evidence base for the Local Plan, has been updated to reflect the latest position with respect to existing infrastructure provision and forecasts of future needs to support planned residential and commercial growth to 2044. The IDP covers the range of infrastructure typologies impacted by growth and required to deliver the spatial strategy. It has also been updated to incorporate the findings various wider studies commissioned by the Councils and its partners to evidence the need for particular infrastructure to support growth through the Local Plan, including:

- Greater Cambridge Community Infrastructure Study: Needs Assessment;
- Greater Cambridge Allotments and Food Growing Spaces Study
- Greater Cambridge Burial Spaces Study
- Greater Cambridge Cultural Infrastructure Strategy: Stage 2
- Cambridgeshire Local Area Energy Plan: Phase 2

10.5 The updated IDP has been published for consultation alongside the Proposed Submission Local Plan.

Additional alternative approaches considered

10.6 No additional alternative approaches have been identified.

Proposed approach

10.7 In response to recently prepared evidence and representations received on the Draft Plan at Regulation 18 stage, the following amendments have been made to the Draft Plan policy:

- Clarification that infrastructure is to be delivered with the build-out and occupation of the development. Part 2 of the Policy has been amended to

ensure that the provision of necessary infrastructure is co-ordinated, phased and secured in tandem with the build-out and occupation of new development. Where a development is to be built out over a number of phases, clarity has been provided that the same principle should apply to the build-out of each phase. Such changes seek to ensure the timely delivery of infrastructure necessary to ensure new residents have access to the services and amenities required of a sustainable development.

- Clarification that sites forming part of a site allocation will be assessed in terms of the infrastructure needs of the wider site allocation. The amendment clarifies that the provision is to apply to sites within a wider site allocation. It seeks to ensure that individual parts of the wider site allocation can be brought forward in the absence of a masterplan or outline planning permission for the entire site allocation area but will ensure the individual developments contribute to the infrastructure needs of the wider site allocation as a whole.
- The requirement for developers to take account of other relevant statutory plans when developing their proposal and acquiring land. The amendment ensures developers have regard to all relevant statutory plans, such as the Local Transport Plan or Minerals and Waste Plan, that may apply to their proposal or proposed development site and may place a constraint or requirement on future development and may have cost implications that should be factored into the price paid for a development site.
- Clarification on what a Utilities Statement should include. Whilst not seeking to be overly prescriptive or onerous, the amendments seek to ensure a Utilities Statement will provide clarity and certainty to the decision-maker that the proposed development can be properly serviced, including in instances where additional capacity will be required to meet the needs of the development.

11. I/DT: Digital and telecommunications infrastructure

Policy context update

11.1 Between December 2025 and February 2026, the Department for Science, Innovation and Technology (DSIT) and the Ministry for Housing, Communities and Local Government (MHCLG) consulted on a range of planning reforms to enable digital infrastructure to be delivered more quickly and to help improve coverage nationwide ([Reforming planning rules to accelerate deployment of digital infrastructure - GOV.UK](#)).

11.2 Some digital and telecommunications infrastructure operators already benefit from permitted development rights, which enables them to install, alter or replace telecommunications equipment without needing specific planning permission. The consultation proposed a range of changes to the permitted development rights, including for larger rooftop infrastructure on protected land, ground-based masts and fibre-exchanges. The consultation also sought views on the use of non-statutory levers (such as planning guidance) to encourage developers to consider mobile coverage and digital connectivity from the outset of design for new developments, including practical routes to engage operators early. A response to the consultation is yet to be published.

New or updated evidence

11.3 No additional evidence update

Additional alternative approaches considered

11.4 No additional alternative approaches identified

Proposed approach

11.5 In response to representations received on the Draft Plan at Regulation 18 stage, the following amendments have been made to the Draft Plan policy:

- Changes have been made to Criteria 1 to include reference to the cumulative impact of equipment on street clutter (sub-criteria a) and an additional consideration around the potential detrimental impact of telecommunications and digital infrastructure on the visual amenity of an

area (sub-criteria c). This is in response to comments through the Regulation 18 Draft Plan consultation highlighting concerns around the visual and amenity impacts of telecommunications infrastructure.

- Criteria 1d has been amended to clarify and strengthen requirements around highways safety and the impact of infrastructure on the functioning of the active travel infrastructure. This is in response to comments received regarding highlighting concerns around telecommunications infrastructure obstructing pavements and active travel routes.
- The supporting text has been amended to recognise the impacts arising from the absence of network connectivity, with further amendments to the supporting text made for clarity of expression.

12. I/CM: Construction management

Policy context update

12.1 No additional policy context update.

New or updated evidence

12.2 No additional evidence update.

Additional alternative approaches considered

12.3 No additional alternative approaches have been identified.

Proposed approach

12.4 In response to representations received on the Draft Plan at Regulation 18 stage, the following amendments have been made to the Draft Plan policy:

- Criteria 1 of the policy has been streamlined to clarify when development proposals will be required to be informed by DMPs, CEMPs or DCEMPs, and that the level of detail to be provided will need to be proportionate to the scale and nature of the proposed development.
- An additional criteria 2i. has been added to the policy to secure the appropriate monitoring of highways conditions where construction traffic would impact non-adopted highways. While the Local Highways Authority has statutory powers to recover costs for the damage caused by construction on adopted highways, for non-adopted highways the responsibility for maintenance falls with frontagers. A requirement has been added to support proper monitoring of these impacts, such that the costs of repairing the damage are not borne by frontagers.
- Further information has been provided in the supporting text to clarify the requirements of criteria 2h. of the policy, which sets out the need for DMPs, CEMPs and DCEMPS to provide soil management plans for the use and storage of soils and aggregate during development that align with DEFRA's

Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (or successor documents). These changes to the supporting text have been made to further clarify the Councils' expectations regarding the treatment of soils and aggregates during development and the experience and qualification of persons appointed to oversee the handling of soils in order to address comments made by Natural England on the Draft Local Plan.