

## GIRTON PARISH COUNCIL – FINAL CIL CONSULTATION RESPONSE (REVISED)

### Question 1: Who are you responding on behalf of?

Girton Parish Council

### Question 2: Do you wish to participate in the CIL examination?

**Yes**

Girton Parish Council wishes to participate in the CIL Examination because the parish experiences significant infrastructure pressures arising from strategic development and cross-parish movement, yet receives very little direct mitigation through existing mechanisms such as Section 106. Participation in the Examination is the only formal opportunity for the Parish Council to ensure that Girton's local impacts and infrastructure needs are fully understood and properly reflected in the final Charging Schedule.

There are several reasons why participation is necessary.

First, Girton is heavily affected by daily movements between Girton, Histon, Impington and Oakington, together with increased footfall, cycling and commuting from Darwin Green and North West Cambridge (Eddington). These patterns place pressure on Girton's pavements, verges, drainage systems, crossings, public realm and community facilities. These impacts are not captured fully in the high-level CIL viability modelling. Second, strategic developments adjacent to Girton increase demand on the parish's infrastructure without delivering any matched Section 106 contributions. The Girton-parish portion of Darwin Green brings long-term responsibilities with no direct funding. Eddington and North West Cambridge generate substantial movement and facility use but fall outside any parish allocation.

Third, the Greater Cambridge Infrastructure Statement identifies a serious funding gap, with approximately £272 million of infrastructure needs currently unfunded and several strategic transport schemes paused. Established parishes such as Girton cannot rely on existing systems to deliver the infrastructure improvements we require. CIL may therefore become one of the few mechanisms capable of supporting the essential infrastructure our community depends on.

Fourth, Girton has undertaken significant evidence-gathering on pavements, verges, gully-mapping and accessibility (for example through the Pavements Are for People initiative), none of which is captured in the published CIL evidence base. A CIL Examination provides the only route to ensure this local evidence is understood.

Finally, answering "Yes" preserves Girton Parish Council's right to clarify evidence if requested by the Examiner. There is no obligation to speak, but declining participation removes this right permanently.

**Girton Parish Council also recognises that taking part in the CIL Examination may provide valuable insight into how the final Charging Schedule will operate and how strategic funding decisions may affect established villages such as ours.** However, any participation must be proportionate to our capacity. Like many parish councils, we are already experiencing significantly increased governance requirements, rising

operational workload, and additional pressures linked to local government reorganisation (LGR).

**Our intention is if possible therefore to retain the option to engage in the Examination where it offers meaningful benefit or clarifies issues of direct relevance to our community, while ensuring that councillor and officer capacity is not overstretched.** This balanced approach allows us to remain available to the Inspector without committing resources beyond what is realistic or responsible for a parish-level authority.

### **Question 3: Do you agree that the Council should introduce CIL?**

#### **Yes**

CIL offers a fairer and more predictable means of funding essential community and infrastructure improvements. For Girton this is particularly important because:

- the parish has limited development opportunities and therefore receives few Section 106 contributions
- yet faces significant infrastructure pressures created by movements through the village from Girton, Histon, Oakington, Eddington and North West Cambridge
- and requires investment in pavements, verges, drainage, open spaces, community facilities and active-travel infrastructure

Established communities like Girton risk falling behind newer developments that benefit from major upfront infrastructure investment. CIL helps rebalance this by enabling strategic contributions from wider growth to support the infrastructure that existing villages rely on.

Girton Parish Council also recognises that long-term community sustainability requires a balanced and realistic approach to future development. While the parish values the distinct identity of Girton and wishes to avoid unmanaged expansion or loss of character, we also acknowledge the need for affordable homes for younger residents, improved primary care capacity and investment in recreation, burial land and open space. Development Corporations typically rely on value capture from land uplift to fund infrastructure; however, much of the uplift from Local Plan allocations has already been realised. This may mean that future infrastructure funding will need to come from land outside existing allocations, including publicly owned land, provided that any such development is plan-led, infrastructure-funded, aligned with Neighbourhood Plan principles and capable of delivering genuine community benefits.

### **Question 4: Do you agree that the Council has demonstrated a funding gap?**

#### **Yes**

The pausing of major transport projects across Greater Cambridge demonstrates a significant gap between infrastructure need and available funding. It also indicates that several infrastructure needs affecting established communities, including Girton, have not been fully identified or costed in existing plans.

For Girton this gap is visible in:

- deteriorating pavements, verges and drainage systems
  - ageing recreation and community facilities requiring renewal
  - increased movement and safety pressures from Eddington, Darwin Green and North West Cambridge
  - active-travel needs along routes linking Girton, Histon and Oakington
  - unfunded responsibilities arising from the Girton-parish section of Darwin Green
- CIL is one of the only mechanisms capable of addressing this shortfall for established villages.

**Question 5: Do you agree that the Council has used appropriate evidence to inform the proposed rates?**

**Yes**

**Yes, broadly — but with important caveats.**

Girton Parish Council accepts that the viability evidence follows established national guidance and uses appropriate methods, including typology testing and residual land value analysis. This is broadly suitable for setting indicative CIL rates at a strategic level.

However, the Parish Council recognises several limitations:

- The assessment is high-level and cannot capture the specific constraints and infrastructure pressures faced by established parishes such as Girton.
- The results are highly sensitive to assumptions around build costs, sales values and developer returns, all of which remain uncertain.
- Edge-of-city parishes impacted by major developments (Girton, Histon and Oakington) may experience different viability dynamics from those assumed in the model.
- In some cases, higher CIL could lead to pressure on affordable housing, creating tension between competing planning priorities.

On balance, the evidence is adequate for consultation, but its limitations must be recognised in implementation. Flexibility and monitoring will be essential.

**Question 6: Do you agree that the Council has struck an appropriate balance between additional investment to support development and the potential effect on the viability of developments?**

**Yes**

**Yes, in principle — but with recognised risks.**

The proposed CIL rates appear proportionate and consistent with national guidance. The distinction between CIL for strategic infrastructure and Section 106 for localised mitigation is appropriate and important for Girton.

However, the Parish Council notes the following risks:

- The assumption that CIL will be absorbed through reduced land values may not hold true where landowners maintain high expectations.
- Higher CIL rates on marginal sites could affect the delivery of affordable housing.
- Real-world viability may vary significantly in edge-of-city locations impacted by

strategic developments such as Darwin Green and Eddington.

- Effective monitoring will be required to ensure the balance remains appropriate as economic conditions change.

Girton therefore supports the principle, but emphasises the need for caution, flexibility and a clear approach to viability reassessment where necessary.

**Question 7: Do you agree that it is clear how CIL will operate alongside Section 106 Planning Obligations?**

**Yes**

**Yes, with reservations.**

While the principles are clear in the documentation, Parish Councils do not yet experience systematic early involvement in Section 106 discussions. A workable system requires a structured golden thread of information so that Girton Parish Council can feed real-time evidence directly into District and County infrastructure planning. This includes parish budgets, capital plans, asset-condition data, drainage, verge and pavement assessments, neighbourhood-plan evidence, safety and accessibility work, open-space and community-facility needs, social-value assessments, active-travel and mobility patterns across Girton, Histon and Oakington, and the local impacts arising from Eddington, North West Cambridge and Darwin Green.

This governance model is essential to avoid the current fragmentation of information that disadvantages established communities.

Girton Parish Council is actively developing a structured evidence base including asset-condition data, gully mapping, pavement assessments, accessibility audits and emerging lifecycle cost modelling. We believe this data allows the Council to contribute effectively to district-level infrastructure planning and ensures that the impacts on established communities are accurately represented. We encourage Greater Cambridge to incorporate parish-level evidence into ongoing infrastructure workstreams to support a fair and data-driven approach.

**Question 8: Do you agree that the draft instalment policy strikes the right balance between income and developer cashflow?**

**Yes**

The staged payment structure appears fair and proportionate and supports predictable infrastructure planning.

**Question 9: Do you agree that the Council has met all regulatory requirements?**

**Yes**

**Yes, as far as we can tell.**

The statutory process appears to have been followed. However, the Parish Council requests confirmation that parish-level evidence has been incorporated into the infrastructure assessment, including:

- Girton's pavement and accessibility work (Pavements Are for People)
- drainage and gully mapping

- the active-travel and mobility links between Girton, Histon and Oakington
- impacts from Darwin Green, Eddington and North West Cambridge
- recreation-ground and pavilion planning
- green-space, verge and biodiversity management
- community-wellbeing and resilience priorities tied to mobility and social connection

This evidence is essential to ensure that established settlements like Girton are not overlooked as strategic plans evolve.

**Question 10 (Cambridge City only): Do you have any comments on the neighbourhood portion?**

Not applicable to Girton Parish Council. All relevant principles relating to parish-level needs and early engagement have been integrated into our answers above.