



Outlook

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**Draft Community Infrastructure Levy Public Consultation**

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**Date** Sun 3/29/2026 22:26

**To** cil <cil@GreaterCambridgePlanning.org>

Hi,

The webpage says this consultation ended at midnight tonight and it is not yet midnight so...

TL; DR - I support the CIL but it would be better to increase the proposed rate

Q1. I respond as an individual (have lived in Cambridge for 24 of past 25 years)

Q3. Yes. There is a significant shortfall in the funding required to create a good transport network for walking and wheeling, and bus funding is unclear. Also the council will be better able to make long term plans given a reliable source of funding as opposed to piecemeal negotiations on S106s.

Q4. Yes, but it significantly underestimates the funding gap. The Greater Cambridge Infrastructure Statement indicates a large funding gap of £275 million but this is an underestimate as it includes only current GCP projects, not the other projects considered desirable and/or necessary by Cambridgeshire County Council and the CPCA (for example, bus franchising / the Bus Strategy)

Q6. No, I believe the level is too low. The Local Plan wants sustainable travel to be a genuine alternative for everyone in greater Cambridge and this will need much more investment. The rate proposed for residential development (£60/sqm) in particular is much lower than in nearby regions e.g. Huntingdonshire or Ely or indeed than was proposed for Cambridge City in 2014 (£125/sqm).

Q7. No, it is not clear how CIL will operate alongside Section 106 Planning Obligations. It is not clear by which scheme infrastructure for new developments will be funded, or, in particular, bus services.

Q10. Re. the "neighborhood portion", it is important that Cambridge does not miss out on the 15% neighbourhood portion despite not having Parish councils. Community consultation on how this money should be spent in the area will be vital.

Thanks for listening :-)

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