

ECONOMY AND ENVIRONMENT COMMITTEE



Date: Thursday, 12 April 2018

Democratic and Members' Services

Quentin Baker

LGSS Director: Law and Governance

10:00hr

Shire Hall

Castle Hill

Cambridge

CB3 0AP

Kreis Viersen Room

Shire Hall, Castle Hill, Cambridge, CB3 0AP

AGENDA

Open to Public and Press

1. **Apologies for absence and declarations of interest**
Guidance on declaring interests is available at
<http://tinyurl.com/ccc-conduct-code>
2. **Minutes 8th March 2018 Economy and Environment Committee** **5 - 14**
3. **Minute Action Log** **15 - 18**
4. **Petitions and Public Questions**

KEY DECISIONS

5. **Ely Southern Bypass - Cost and Additional Funding Requirement** **19 - 32**

DECISIONS

- | | | |
|------------|--|------------------|
| 6. | Cambridgeshire and Peterborough Draft Minerals and Waste Local Plan Preliminary Draft | 33 - 108 |
| | OTHER BUSINESS | |
| 7. | Finance and Performance Report to end of February 2018 | 109 - 142 |
| 8. | Economy and Environment Committee Training Plan | 143 - 150 |
| 9. | Economy and Environment Committee Agenda Plan and Appointments to Outside Bodies | 151 - 156 |
| 10. | Date of Next Meeting | |

The Economy and Environment Committee comprises the following members:

Councillor Ian Bates (Chairman) Councillor Tim Wotherspoon (Vice-Chairman)

Councillor Donald Adey Councillor David Ambrose Smith Councillor David Connor Councillor Ryan Fuller Councillor Derek Giles Councillor Noel Kavanagh Councillor Steven Tierney Councillor John Williams

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

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ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES

Date: Thursday, 8th March 2018

Time: 10.00 a.m. to 11.16 a.m.

Present: Councillors: D Ambrose-Smith, I Bates (Chairman), D Connor, L Harford (substituting for Cllr Fuller), D Jenkins (substituting for Cllr Adey), N Kavanagh, J Williams and T Wotherspoon (Vice Chairman).

Apologies: D Adey, R Fuller and S Tierney

93. DECLARATIONS OF INTEREST

None

94. MINUTES

The minutes of the meeting held on 8th February 2018 were agreed as a correct record.

95. MINUTE ACTION LOG

The appendix to the Minute Action Log was tabled and had been added before-hand to the electronic record. The following updates since the agenda publication were reported:

Minute 16 - Bikeability Cycle Training local sponsorship – as an oral update details were provided of an update response sent to the Committee in an e-mail the day before the Committee. This highlighted that unsuccessful approaches for sponsorship had been made to local companies. From feedback received it was clear that potential sponsorship relationships required a considerable staff time, thus cost commitment. Given that staff time was rechargeable back to projects, and any time spent seeking sponsorship had to be weighed up against what appeared to be a low likelihood of finding a sponsor, a better approach for Cambridgeshire would be that nationally the funding shortfall was addressed either by:

- the availability of more funding;
- the introduction of a management model that uses a charity rather than a consultancy; or,
- the identification of a national sponsor.

In the meantime, shortfalls for Cambridgeshire were being addressed by reducing the amount of training delivered to match the Department for Transport (DfT) funding provided.

In discussion on the above update, the Committee was concerned regarding any actions that would result in a reduction to the Programme. This was seen as a potential contradiction, especially as at the same time:

- Highways and Community Infrastructure Committee were looking at safety and ways to reduce the number of cyclist casualties which had been increasing.
- The Council continued to promote a substantial cycle way building programme and sought to encourage the modal shift away from cars to other forms of transport with bikes being a key component.

The argument in support of the scheme was that it did not make sense to cut cycling training to young cyclists aimed at helping teach them the appropriate skills to keep them safe and to encourage the right behaviours to make them responsible, model cyclists of the future.

In response, the Executive Director undertook to prepare a report for a future meeting which would detail what the shortfall would be going forward, stating that current funding would be available until the end of the summer term. Members highlighted that if sponsorship was still considered impracticable or alternative funding not forthcoming from Government / other sources, the report should also seek to identify possible alternative sources of funding within the Place and Economy budget to enable the Committee to consider whether a political decision should be pursued to fund it from other budget areas.

22nd September Committee Minute 40 land North of Cherry Hinton –request for a New Developments seminar

A seminar on new developments would be scheduled later in the year. The officer suggestion that outstanding seminars should be progressed as topic slots on the monthly member seminar programme was supported.

It was resolved:

- a) To note the Minutes action Log including the oral updates provided,
- b) that officers would prepare a report to a future meeting following further investigations regarding the likely level of funding shortfall for the Bikeability Scheme to also include alternative funding options.

96. PETITIONS AND PUBLIC QUESTIONS

No petitions or public questions were received.

97. WINTRINGHAM PARK PLANNING APPLICATION – OUTLINE PLANNING APPLICATION

This report was presented for the Committee to consider and endorse or make suggested changes to the officer's response set out in Appendix 1 to the report on the Wintringham Park Outline Planning Application. This had been submitted in October 2017 and comprised the outline planning permission for development of a mixed use urban extension to include:

- Up to 2,800 dwellings;

- Up to 63,500 square metres of employment development (B1-B8);
- District Centre including shops, services, community and health uses;
- Local Centre;
- Temporary Primary School, Two permanent Primary Schools;
- Open Space;
- Play Areas;
- Recreation facilities and landscaping;
- Strategic access improvements including new access points from Cambridge Road & 428;
- Associated ground works and infrastructure.

An application for full planning permission had also been made for:

- Construction of new roads;
- Hard and soft landscaping;
- Creation of sustainable drainage system (SUDs) and all associated engineering works including creation of haul routes.

The report highlighted the key issues raised in the Council's response under the headings:

Education: The County Council welcomed the new location of both primary schools, the County Council previously objected as a result of their close location to the railway line, and this has been addressed. Clarification was however required with regard to the phasing plan and its potential implications as detailed in paragraph 2.3. to ensure sufficient initial primary places were available.

Transport: paragraph 2.7 listed the improvements to be secured through planning conditions or section 106 monies with detail of the mitigation to the two external junctions on the local road network still to be agreed. Paragraph 2.9 listed the section 106 details still to be agreed

Libraries and Lifelong Learning - there was confirmation the library and lifelong learning facility would be contained in the Community Centre.

Strengthening Communities Service, People and Communities - The County Council were seeking from the developer more formal support for community development, especially for those more vulnerable, to ensure all people were fully integrated as detailed in paragraph 2.11.

Health - The Officers had concerns regarding the proposed phasing of the proposed health facility and where it would be located.

In order to meet Huntingdonshire District Council's (HDC) deadline the Officer submission had been submitted on 29th November 2017 as they were considering the planning application on 19th March. The report was not presented earlier to members as a result of the ongoing negotiations on education land provision at St Neots eastern expansion, which had now been resolved and additional education land was to be provided within the Wintringham Park development. Any amendments made to the officer response would be forwarded to HDC.

The local member for St Neots Priory Park and Paxton spoke in support of the recommendations and also provided the views of the local member for St Neots East and Gransden.

On Education he highlighted the need to learn from the experience of Loves Farm to ensure enough primary school provision was initially provided and highlighted that the multiplier used to estimate the number of school places required was out of date and did not reflect the new multiplier agreed by the Children and Young People Committee in December. He highlighted the need to err on the higher side multiplier estimates.

Regarding the multiplier, it was pointed out that the original planning application had been drawn up before the County Council decision had been made. Officers assured the Committee that they had taken on board learning points from the Loves Farm development which had been built in a recession when there had been a particular emphasis on more affordable housing density which had resulted in a higher yield of children which had not been sufficiently taken into account when planning primary school places. Developers on new growth sites were now asked to use the high point rather than the mid-point multiplier estimates and the new developer had been very co-operative in relation to expected required school place provision to take account of higher yield child levels which were also a feature of such developments as they tended to attract young couples looking to start families. The details of primary school provision set out in paragraph 2.4 including the temporary primary school was expected to meet the number of places that would be required. County Council officers were working closely with Huntingdonshire District Council as they made decisions on the allocation of section 106 funding and going forward were looking to go forward on the higher multiple estimates.

He raised a question regarding whether there was currently any spare capacity in the local secondary schools for special school places. In reply it was explained that there was limited capacity in St Neots but as this was off-site, the County Council could not seek Section 106 contributions and was therefore looking at CIL funding from Huntingdonshire and the same from St Neots to provide provision from the Alconbury site by 2020 (subject to CIL funding). To meet secondary school demand the intention was to expand the two existing secondary schools.

The local Member also highlighted the following for which responses were requested and provided by the officers as indicated:

- The need to ensure the A428 dualling improvement works between the Black Cat and Caxton Gibbet roundabouts was escalated, as if delayed and the proposed development went ahead, this would lead to gridlock. In response it was explained that the application was ahead of the work on the A428 but that transport mitigations as detailed in the report included contributions from section 106 monies. It was highlighted that there was a Government commitment to improve the A428 and M1 and while there had been no recent news, it was hoped that there would be an announcement before the summer.
- Regarding roads within the estate that again lessons needed to be learnt from earlier developments to ensure they were made wide enough to accommodate the passage of emergency and refuse vehicles.

- With reference to paragraph 2.5 of the report and the new temporary primary school as triggers had not yet been agreed.
- The need for additional special school provision was detailed in paragraphs 1.36 to 1.40 of the response.
- With reference to paragraph 2.9 and the list of section 106 details not yet agreed, this required more consultation work from the officers.
- In respect of a community facility it was good that the offer had been made, but highlighted the need to ensure that a building was provided as opposed to a funding contribution as the Loves Farm experience had shown that monetary contributions were insufficient and would then require the council to make good the shortfall.
- In respect of health facilities there was the need for a new General Practitioner (GP) surgery as currently there was a half an hour walk to the nearest surgery. Another member on this point queried whether there was also a need for a dental surgery. In terms of a GP surgery there was currently no conclusion as the NHS had not said whether they wanted a facility on-site. Urban and Civic the developers were working closely with the Health Trust to co-ordinate health related activities with schools and the community centre with County Council officers encouraging that the larger primary school site should also include community use provision. The County Council were also requesting that there should be a library as part of such co-ordinated provision and that it should be delivered early as a physical building, rather than a monetary contribution.
- What provision was to be made on site for Post 16 Education provision? In response it was highlighted that young people liked to go to a town centre for such provision, with education officers currently stating that there was sufficient capacity in the post 16 sector, but further expansion would again be dependent on CIL funding, as it was offsite.

Questions / issues raised by Members included:

- The need to work closely with Huntingdonshire District Council to ensure provision reflected the requirements of the local community.
- It would have been helpful to have been provided with a more detailed map showing the proposed location of the new primary schools as one Member had concerns if it was placed too near to roads and sources of noise and air pollution. It was explained in response that the location of the schools had taken into account environmental and physical conditions, analysing likely noise and pollution levels. As the current application was only in outline, the officers did not at this stage have the details of the proposed road layout.
- While welcoming the change of location for the primary schools as no longer being located next to a railway line, as it was proposed that children would have to travel three miles to access secondary school provision the Council Cycling Champion asked whether there were proposals for walking and safe, segregated cycle routes? In reply it was explained the secondary schools were less than three mile radius, as the three miles reference was by using a car taking a longer road route. It was explained that developer agreement had been reached to secure pedestrian / cycling infrastructure improvements including improved pedestrian / cycling provision on the two existing underpasses at the rail station

to access St Neots. It was explained that there were two routes through to St Neots which would be enhanced for pedestrians / cyclists to be secured by a public transport contribution.

- One Member commented that schools should be located in the centre of a community and not placed at the edges of a new settlement.
- The same Member highlighted that looking at the maps the railway line appeared to separate the new developments, commenting that there was a need for communities to look west and not just east, and would require a bigger St Neots.
- On whether there was a fall-back position in terms of temporary solutions should Highways England delay the A428 improvements, it was explained that officers were looking at temporary solutions to mitigate the impact of the development and that there was an alternative scheme to get traffic away.
- On the above, the point was made strongly that infrastructure should always be provided before urban expansion and there was pessimism on whether the A428 improvement scheme would be achieved before the development. Another Member suggested that this required Combined Authority involvement / funding to ensure it happened.
- On a question on what public transport provision had been secured for Loves Farm Phase 1 the Member who made the point that what continued to happen in such developments was that as soon as the public transport contribution ended, the bus provider ceased the provision. What was therefore required was public transport provision in the form of a long term public transport plan.
- The need to recognise the desire for residents to own cars and have sufficient space to park them off road to avoid overspill onto roads. This was acknowledged by the officers as one of the learning points from earlier developments.
- One Member highlighted that the section on strengthening community facilities contained no proposals for youth provision and whether in the community building being proposed, there would be a separate space for youth activities. Following this point using the example of community colleges in Cambridge, another Member suggested the provision should be a shared community education centre. He also asked about whether the ambition could be extended to include a swimming pool and landscaped green areas. It was explained that there was already a good sized swimming pool in St Neots.
- It was suggested that as a new development needed to be looking to the future, all new developments should look to having electric charging points and solar panels as standard fittings as well as being water efficient. The point was made that in terms of economies of scale, it made sense to fit solar panels at the beginning of a development to all appropriate buildings rather than retrospectively fitting them in a piecemeal fashion. It was explained that some money was available for renewable energy works and to build to the Breeam sustainable building standards. The current developer was being co-operative as

they wished the development to be a legacy development. It was also highlighted that the temporary primary school on the Roundhouse site would be an eco-building. The officers would go back to the developers and discuss further renewable energy possibilities.

From the discussion, the Chairman proposed and the Vice Chairman seconded that Officers' should draft a letter to Highways England to reflect the concern of the Committee to ensure that there was no delay to the improvement proposals for the A428 and its contents should reflect the discussion to bring forward the required improvements infrastructure as detailed in the report. This was unanimously supported.

In discussion it was agreed that the delegation as set out in the report would be sufficient for the Chairman and Vice- Chairman to agree changes to a final response to emphasise points made at the meeting, including the requirement to use the newer multiplier.

It was resolved unanimously to:

- a) Endorse the response as set out in Appendix 1 of the officer's report; and
- b) Delegate to the Executive Director (Place and Economy) in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the response taking on board specific issues raised at the meeting.
- c) Request that officers write to Highways England to highlight the need for the A428 upgrade to be expedited in advance of the development being built.

98. FINANCE AND PERFORMANCE REPORT – JANUARY 2018

The Committee received the latest Finance and Performance Report for the period to the end of January 2018 to enable it to comment on the projected financial and performance outturn position.

The main issues highlighted were:

Revenue: there had been no material changes since the previous month relating to Economy and Environment Committee budgets, with the forecast bottom line overspend position across the Economy, Transport and Environment (ETE) budget now having reduced to underspend of £112k from the overspend figure of £143k reported in the December report.

Capital; Since last month, the forecast spend on Ely Crossing has reduced by £3.8m, Scheme Development for Highways Initiatives by £1.0m, and Soham Station by £0.3m. Overall across the Place & Economy Services capital programme there has been £5.2m of slippage which means that the Capital Programmes Variations estimate is now exceeded.

Performance: on the twelve performance indicators: one was currently showing as red (the average journey time per mile during the morning peak on the most congested routes) four were showing as amber (three in the previous report), and seven green

(eight in the previous report). At year-end the current forecast was that no performance indicators would be red, five would be amber and seven green.

One Member highlighted that the Ely Southern Bypass represented a significant risk as the outturn costs of the scheme had significantly increased but there were no detailed figures provided in the current report. In response it was explained that a full separate report on Ely Bypass was included in the forward agenda plan and would be coming forward to the next Committee meeting on 12th April at which time up to date figures would be provided.

Having reviewed and commented on the report it was unanimously resolved to note the report.

99. ECONOMY AND ENVIRONMENT COMMITTEE AGENDA PLAN, TRAINING PLAN AND APPOINTMENTS TO OUTSIDE BODIES

Having received the forward agenda plan as set out in the agenda:

It was resolved:

To note the agenda plan with the following additions / changes since the version published on the agenda:

Add to 14th June 2018 the following key decision report:

- Highways Response to West Cambridge Master Planning Report

Add to 12th July 2018 meeting the following key decision report:

- Waterbeach New Town Planning Application Response

Add to 13th September 2018 the following key decision report:

- Kings Dyke Contract Award Approval

The Training Plan was noted with it being highlighted that on page 100 Item 12, the A14 Site Visit this had been confirmed for the afternoon of 10th April. Expressions of interest had so far been received from the following Councillors:

Harford
Jenkins
Bates
Hunt
Wotherspoon
Scutt
Dupre

As there are only 12 sets of safety equipment this left five places and the Committee was asked if any other members present wished to be included. As no other expressions of interest were received was agreed that the invitation should be extended

to the rest of the Council on a first come, first serve basis. **Action: Democratic Services**

For the other outstanding seminars (Bus Bill Section 106, New Developments) as proposed and agreed earlier in the meeting| these would be via utilising the existing monthly Member Seminar Programme with the proviso that as the next few seminars were already fully allocated, they were not likely to be before the Autumn.

The Committee therefore resolved:

- a) To note the Training Plan and that regarding the two training proposals for which a date had not yet been identified, slots would be sought as topics on future Member seminars.
- b) To open up the invite for the A14 site visit to all Councillors in order to seek to fill the 12 places available.

100. DATE AND TIME OF NEXT MEETING 10 A.M. THURSDAY 12th APRIL 2018

**Chairman:
12th April 2018**

**ECONOMY AND
ENVIRONMENT COMMITTEE****Minutes - Action Log**Cambridgeshire
County Council

This is the updated minutes action log as at 4th April 2018 and captures the actions arising from the most recent Economy and Environment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

ACTIONS FROM MINUTES OF THE 13th JULY 2017 COMMITTEE

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
16.	BIKEABILITY CYCLE TRAINING - LOCAL SPONSORSHIP	Mike Davies Team Leader - Cycling Projects Major Infrastructure Delivery	<p>The original action was for the Chairman to write to the Local Government Association (LGA) to ask them to lobby the Department for Transport regarding retaining the same level of funding.</p> <p>In addition Officers were tasked with seeking local sponsorship.</p>	<p>An oral update at the March meeting highlighted that unsuccessful approaches for sponsorship had been made to local companies. From feedback received, potential sponsorship relationships would require considerable staff time and cost commitment. In discussion, the Committee was concerned regarding any actions that would result in a reduction to the Programme.</p> <p>The Executive Director undertook to prepare a report for a future meeting detailing the likely level of shortfall the report to also include alternative funding options. The report is provisionally included to come back to the June Committee meeting.</p>	ACTION ONGOING

ACTIONS FROM THE 22nd SEPTEMBER COMMITTEE 2017					
MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
40.	LAND NORTH OF CHERRY HINTON SUPPLEMEN- TARY PLANNING DOCUMENT - REQUEST FOR A NEW DEVELOPMENTS FUTURE SEMINAR	Bob Menzies: Service Director Strategy and Development / Tamar Oviatt- Ham - Business Development Manager	<p>Suggestions for the seminar raised included:</p> <ul style="list-style-type: none"> • future proofing new homes to take account of the demands of a rising elderly population, • builders installing solar panels where possible • landscaping including where practicable, a tree planting programme. 	This was still to be arranged but was not likely to take place until after the summer.	ACTION ONGOING
ACTIONS FROM THE 8th FEBRUARY 2018 COMMITTEE					
MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
88.	TRANSPORT SCHEME DEVELOP- MENT a) Review of Sift Process	Action: Karen Kitchener Principal Transport & Infrastructure Officer / Chris Poultney	a) That the process proposed would be further reviewed after a period of operation to see whether any changes were required.	The process will be reviewed in Autumn 2018.	ACTION ONGOING

	b) Local member involvement on the A141 schemes listed	Karen Kitchener Principal Transport & Infrastructure Officer / Chris Poultney	b) Councillor Connor requested that he be kept informed regarding progress on the A141 schemes listed. He expressed an interest to serve on the proposed Steering Group.	Officers will be contacting Cllr Connor to provide timescales for the study and will arrange a meeting once the brief for the work is finalised in May 2018.	ACTION ONGOING
	c) Local Member briefing on St Ives Junction Improvement Schemes.	Karen Kitchener Principal Transport & Infrastructure Officer / Chris Poultney	c) Councillor Fuller requested that a briefing meeting be organised between officers and himself regarding the three St Ives junction improvement schemes.	Officers will be contacting Cllr Fuller to provide timescales for the study and will arrange a meeting once the brief for the work is finalised in May 2018.	ACTION ONGOING

ACTIONS FROM THE 8th MARCH 2018 COMMITTEE

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
97.	WINTRINGHAM PARK PLANNING APPLICATION – OUTLINE PLANNING APPLICATION	Julie Richards / Bob Menzies	a) Delegate to the Executive Director (Place and Economy) in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the response taking on board specific issues raised at the meeting.	The amended response was required to be sent before the Planning application was considered by the District Council on 19 th March.	

			b) Officers write to Highways England to highlight the need for the A428 upgrade to be expedited in advance of the development being built.	At the time of preparing this action log update the letter to Highways England was in draft form.										
99.	ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN – A14 SITE VISIT - 10 th APRIL	Democratic Services / Diana Buddle	As there were only 12 sets of safety equipment and following the initial expression of interest invitations sent to E and E and H and CI Committees five places remained to be filled, it was agreed that the invitation should be extended to the rest of the Council on a first come, first serve basis.	<div>The wider invite to all Councillors was sent out 15th with the total confirmations of interest received being as follows with Diana Buddle from Economy and Place sending them formal invitations and liaising with them on final details of the visit:</div> <table><tr><td>Cllr David Jenkins</td></tr><tr><td>Cllr Ian Bates</td></tr><tr><td>Cllr Bill Hunt</td></tr><tr><td>Cllr Tim Wotherspoon</td></tr><tr><td>Cllr Jocelynne Scutt</td></tr><tr><td>Cllr Lorna Dupré</td></tr><tr><td>Cllr Henry Batchelor</td></tr><tr><td>Cllr Steve Criswell</td></tr><tr><td>Cllr Linda Harford</td></tr></table>	Cllr David Jenkins	Cllr Ian Bates	Cllr Bill Hunt	Cllr Tim Wotherspoon	Cllr Jocelynne Scutt	Cllr Lorna Dupré	Cllr Henry Batchelor	Cllr Steve Criswell	Cllr Linda Harford	
Cllr David Jenkins														
Cllr Ian Bates														
Cllr Bill Hunt														
Cllr Tim Wotherspoon														
Cllr Jocelynne Scutt														
Cllr Lorna Dupré														
Cllr Henry Batchelor														
Cllr Steve Criswell														
Cllr Linda Harford														

ELY SOUTHERN BYPASS- COSTS AND ADDITIONAL FUNDING REQUIREMENT

To: Economy and Environment Committee

Meeting Date: 12th April 2018

From: Graham Hughes - Executive Director, Place and Economy

Electoral division(s): Ely South

Forward Plan ref: 2018/047 **Key decision:** Yes

Purpose: To report changes to the cost and programme for delivering the Ely Southern Bypass and to consider the requirement for additional funding

Recommendation: The Committee is recommended to:

Note the increase in scheme costs and request General Purposes Committee (GPC) to allocate the additional funding required of £13m to complete the scheme

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Brian Stinton	Names:	Councillors Ian Bates
Post:	Team Leader, Highways Projects	Post:	Chairman
Email:	Brian.stinton@cambridgeshire.gov.uk	Email:	Ian.Bates@cambridgeshire.gov.uk
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1. BACKGROUND

- 1.1 Congestion and long delays caused by the layout of the level crossing and underpass on the A142 to the southeast of Ely have long been a concern to the local community and a major obstacle to economic growth in the area. In 2011 the County Council committed to deliver a solution to this long-standing problem and agreed to borrow, if necessary, the full cost of an appropriate scheme. Full option appraisals were undertaken, including stakeholder and public engagement. The appraisal proposed a bypass to the south of the city, crossing the river great Ouse, its floodplain and railway lines as the most viable solution. A plan of the bypass is attached at **Appendix 1**.
- 1.2 Whilst strong local support was received, there was also very significant opposition to the scheme, led by English Heritage, based on the impact on the local fenland landscape. Of particular concern was the visual effect of the height of the river bridge and embankments on the setting of Ely Cathedral. English Heritage, whilst reserving its right to object to any application, stated that low profile bridges over the railway, river and flood plain were required to mitigate the visual impact so far as possible, should the scheme proceed.
- 1.3 To seek to meet the concerns of English Heritage an architect was commissioned to lead the design of the bridges. A design was developed and submitted as part of the planning application, which was approved in September 2014.
- 1.4 At its meeting on 25th November 2014 the Economy and Environment Committee considered a report on the approval of the planning application and outlining a procurement strategy. The committee approved procurement of the design and construction through a New Engineering Contract 3 (NEC3), Target Cost, two-stage Design and Construct contract.
- 1.5 Following the long, iterative development and approval process, members on the Project Board discussed the risks in shortening the tender and design time but emphasised the importance of quick delivery of the scheme. The tender documents and contract were prepared to facilitate the earliest possible start on site and the contract was tendered on the basis of the indicative design developed for the planning application. Stage 1 would develop this into a more detailed engineering design, with Stage 2 being design completion and construction.
- 1.6 The Stage 1 contract (developed design) was awarded in August 2016. The developed design was used to derive a Target Price for the full engineering design and construction. A Target Price of £27,470,909 for the design completion and construction was agreed and work on site commenced in January 2017. It was reported at the time that this sum held no risk or contingency and that additional funding would need to be sought to meet any increase in cost.
- 1.7 During construction a number of significant challenges have arisen which have been resolved. This has resulted in significant cost escalation and an extension to the programme.

2. MAIN ISSUES

Contract and Procurement

- 2.1 The scheme was procured by a full competitive tendering process. Pre-qualification Questionnaires (PQQ) invites an interested provider to make a submission which is evaluated for financial and safety suitability, along with capacity and relevant experience. The highest scoring contractors were invited to submit full tenders. Six contractors were invited to tender and all submitted a bid.
- 2.2 The tender required a quality submission to demonstrate how the contractors proposed to build a high quality product to meet the requirements of the planning consent, along with separate target costs for the design and construction. The tenders were submitted and the cost and quality submissions were evaluated by independent teams. No cost information was shared with the quality evaluation team and vice versa until the evaluations had been completed. The scores for each component were then combined to give an overall score. The overall score was calculated on a ratio 60% quality to 40% price. The evaluation was undertaken by officers and consultants and independently moderated by LGSS Procurement Officers. The winning contractor achieved the highest quality score and was the second lowest price.
- 2.3 The potential risks of minimising time spent on various stages of the project were considered by the Project Board. It was considered that expedient delivery was the priority and that time allowed in the procurement process for tendering and the time allowed in the contract for stage 1 design should be kept to a minimum. A form of contract was therefore selected to deliver this early start on site.
- 2.4 The contract is based on a target price as is common for construction contracts, but includes a provision that all of the quantities used to develop that price are re-measurable, which means that if the quantities change then the target price changes. This option was specifically selected to shorten both the initial tendering period and the Stage 1 design period as it does not require all of the aspects of what is a complex project to be developed, measured and costed in complete detail before committing to construction.
- 2.5 This approach meant that many potential engineering and third party issues were not able to be fully considered in the Stage 1 contract. As a result, the information available on which to base the target cost was limited. Consequently it has become evident that the scope of work was underestimated and not fully reflected in the initial stage 2 target cost
- 2.6 At the end of the contract, any variance between the final target price and actual cost is apportioned between the contractor and the employer, allowing the contractor to share any savings made or to contribute towards overspend. This mechanism incentivises all parties to work collaboratively to deliver the project as economically as possible as underspends (gain) or overspends (pain) are shared in agreed proportion. Currently actual costs are in excess of the target price and this excess (pain) will be shared with the contractor.
- 2.7 The contract is being managed and supervised in accordance with the NEC requirements. All adjustments to the target price are thoroughly assessed in negotiation with the contractor to ensure that they are justified and evidenced. This ensures that all additional

work undertaken is necessary and is delivered in the most economical way. The price now identified is therefore the actual cost of the bypass. Had a longer period been allowed for procurement and design development, then a more realistic price would have been established before construction. However this would have delayed construction by another twelve to eighteen months, and may have jeopardised Department for Transport and Network Rail funding.

Construction Issues

- 2.8 As construction has progressed a number of issues have arisen and resulted in increases to the scope and quantity of work that the contractor has undertaken contributing to the cost increase. These principally relate to the combination of the complexity of the design of the structures necessary to mitigate the environmental impact and secure planning consent, ground conditions, third party requirements, site constraints, and the requirement for the quickest possible delivery. The most significant items of additional cost are in **Appendix 2**.
- 2.9 Legal advice throughout the process indicated that there was a significant risk of refusal of a planning application, the decision being called in by the Secretary of State or judicial review, if sufficient weighting was not given to address the environmental and visual concerns. A specialist bridge architect was commissioned to develop a design that would address the concerns of English Heritage and be sympathetic to the setting. The resulting river bridge design includes a number of features to mitigate its visual and environmental impact. These include low profile structures, shallow open v-shaped bridge piers and an amenity walkway with viewing area cantilevered off the north side of the river bridge and linking two previously unconnected public footpaths. These features, whilst providing attractive, innovative, unique designs and community access to the River Ouse area, are structurally highly complex and have presented significant challenges in design and buildability. The design also took into account the whole life cost of the project and minimises potential on-going maintenance costs.
- 2.10 As the design and work on site has progressed liaison with the third parties such as Network Rail, statutory undertakers (SUs) and land owners has continued. As the requirements of the third parties have become clearer estimates are now firmer, but overall SU costs have increased despite negotiations that have sought to minimise this impact. Network Rail requirements for safety critical staff has also increased. The actual costs of the statutory undertakers' and other third party work will not be fully known until final invoices are received, assessed and challenged, if appropriate.
- 2.11 The most significant statutory undertaker's cost arose from the diversion of the 33kv power supply under the railway line. Initial statutory notices were issued to UKPN on 1st June 2016, before the tender was awarded, in order to start the process of agreeing the work. UKPN did not fully engage with the Council or Network Rail until several months after initial notices were served despite regular and frequent contact from officers. UKPN indicated that their work might not be completed until June 2018, delaying the project by a year. However through further dialogue with UKPN and Network Rail the work was completed in August 2017 reducing the delay to three months. Contractually as this was a third party issue the costs of the delay fall to the County Council.

- 2.12 It was clear that ground conditions were poor from investigations undertaken during the preliminary design. Further detailed investigations were undertaken in Stage 1. Additional testing and analysis meant that some results were not available to be incorporated into the stage 1 design.
- 2.13 The most significant increases arising from the ground conditions have resulted in large amounts of additional material being brought into the site to construct temporary working areas and platforms for heavy plant and materials, removal and disposal of material unsuitable to build on, and increases in piling requirements.
- 2.14 The structural complexity of the v-piers for the river viaduct has added to the cost and further extended the programme. They required the use of larger quantities of steel and concrete to ensure structural integrity. The increase has also increased the temporary structural support required during placing the concrete. The size of the reinforcing bars has meant that much of it has been lifted individually into place by crane, slowing progress, although speed of construction has increased using experience gained in building each pier. The piers are now complete.

Programme

- 2.15 At the start of construction completion was expected at the end of May 2018. The issues with the power cable diversion at the railway bridge moved the completion date to August. Delays to the river viaduct foundations and piers have further extended the programme significantly beyond the delay to the railway bridge. The viaduct foundation and piers are now completed and erection of the superstructure has commenced. Progress in recent weeks has been good and has recovered some of the delay but completion is now expected to be in October.
- 2.16 Considerable work has been done with the contractor to identify and mitigate any further potential programme issues. While some risks remain, with completion of work below ground, the viaduct piers, and with the erection of the bridge and viaduct now underway, the potential programme risks are diminishing. We continue to work with the contractor to maintain the current good progress and seek to recover the delays as much as possible.

Cost and Funding

- 2.17 The funding package for the scheme in the Council's Business Plan is £36million. This was to cover the full delivery including option development and approval, procurement, detailed design, construction, land costs and accommodation works, statutory undertakers, costs and Network Rail costs. It is made up from Local Growth Fund- £22 million, Network Rail £5 million and East Cambridgeshire District Council Community Infrastructure Levy (CIL) £1 million. The remaining funding will be from the Council's prudential borrowing.
- 2.18 Taking into account the construction and third party issues outlined above it is expected that the outturn cost of the project is likely to be £49 million. Additional funding of £13 million will therefore need to be approved as prudential borrowing by GPC.
- 2.19 As issues have arisen they have been carefully evaluated to ensure that they have been addressed in the most economical way. A number of cost workshops have been held with the contractor and the client team, but owing to the complex nature of the scheme, only

small savings could be made, without compromising the high quality design developed to secure planning consent and increasing future maintenance liability. Simplifying the design of the V-piers or removing the walkway from the scheme would have realised the biggest savings. However, these features were fundamental in the design approved by the planning authority and would have resulted in significant redesign and a new planning application.

- 2.20 Third party costs when received will be reviewed and challenged as appropriate.
- 2.21 At this stage, the most uncertain and challenging elements of the project (ground improvements, piling, bridge construction) have progressed to a point where risks are more clearly understood and cost and programme are more certain. However, there are still risks and, although difficult to quantify, an assessment of the remaining risks is included in the potential outturn. A detailed cost summary is available as a background document.
- 2.22 The additional work to evaluate payment applications and extended programme will mean that the consultant's work will increase and additional costs will be incurred. These are included in the potential outturn in paragraph 2.18. However, this increase in consultant's costs should be off-set by enabling closer management of the contract, collaboration with the contractor in identifying the most economic solutions to issues, closer scrutiny of additional work requirements and agreeing reduced costs in CEs and remeasurable work.
- 2.23 Alternative sources of funding have been investigated and requested from the DfT, the Local Enterprise Partnership, East Cambridgeshire District Council and the Combined Authority. None of these sources has been able to provide additional funding. It is therefore necessary that the County Council makes provision in its business plan to meet the shortfall. However, alternative sources of additional funding will continue to be investigated.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The following bullet points set out details of implications identified by officers:

- The scheme remains vital to support the economy of the City of Ely by removing a significant obstacle to accessibility and growth
- The scheme will provide significant benefits to road users by reducing delays to road traffic, especially commercial vehicles.
- It will provide significant opportunity for improvement to the station area.
- It will facilitate increased use of the railway line, especially freight traffic.

3.2 Helping people live healthy and independent lives

The walkway on the river bridge will open up a new circular walk, encouraging access to the countryside.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The report above sets out details of significant resource implications in Section 2.18 onwards. Committee is asked to note the increased costs of £13.0m and ask GPC to approve the additional funding from Prudential Borrowing. The annual cost of the additional prudential borrowing required to fund the increased costs will start at £686k pa and decreasing each year thereafter over 40 years.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

The report above sets out details of significant implications in Section 2.15.

4.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:

- Limited public understanding of the risk and management of civil engineering construction schemes may lead to adverse publicity over the County Council's management of this project.
- All project risks are included in the Project Risk Register which is regularly updated and costed by the combined Project Team (client and contractor) and are reported at each Project Board Meeting.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

The following bullet points set out details of implications identified by officers:

- The scheme retains a high level of support with the public along with the expectation that it will be delivered as quickly as possible.

4.6 Localism and Local Member Involvement

The following bullet points set out details of implications identified by officers:

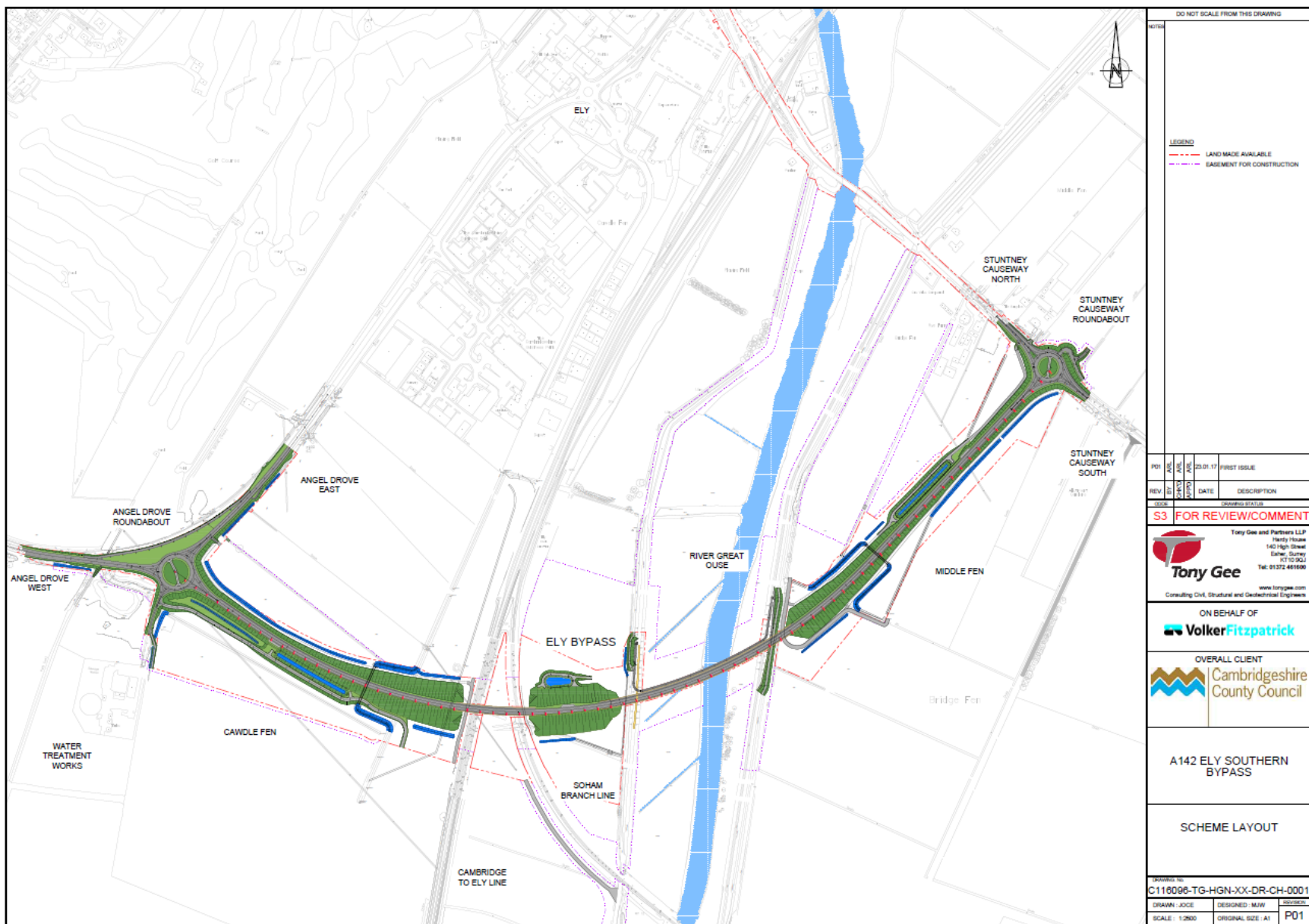
- Local members of the County Council and East Cambridgeshire District Council are informed of the scheme progress by their membership of the Project Board.

4.7 Public Health Implications

There are no significant implications for this priority.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Satinder Sahota
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Hamm
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Hamm
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Tess Campbell

Source Documents	Location
Financial Summary Economy and Environment Committee Report and Minutes; July 2016, November 2014. Cambridgeshire Planning Committee, Report and minutes and Secretary of State approval; September 2014 County Council Cabinet; December 2013	Room 311, Shire Hall, Cambridge



Estimated Scheme Cost

Scheme Costs	December 2016 (£)	March 2018 (£)
Pre Stage 1 costs	2,840,000	2,840,000
Statutory undertakers diversion works	1,600,000	1,129,062
Land costs	1,932,738	2,338,000
Network Rail costs	450,000	767,162
Stage 1 Cost	1,226,353	1,226,353
Stage 2 Cost	27,470,909	38,294,533
Supervision & management costs	480,000	1,600,000
Risk & Contingency		715,270
Potential Scheme Cost	36,000,000	48,910,380

Note: Some of the work that was expected to be undertaken by the Statutory Undertakers and Network Rail has been carried out by the main contractor and is therefore included in the March 2018 Stage 2 Cost.

Estimated Stage 2 Cost Breakdown

Stage 2 Cost Breakdown	March 2018 (£)
Stage 2 Target Cost	27,470,909
Compensation Events	5,640,000
Re-measures	4,416,000
Pain	582,624
Opportunity	-715,000
Risk	1,120,000
Gain	-220,000
Total	38,294,533

Significant Items that have Contributed to Estimated Scheme Cost Increase

Significant Remeasure Items	£	Reasons for change
Sheet piling	88,215	Development of temporary works design - Thicker gauge piles and propping required. Additional Sheet piling to flood bunds for leaf pier construction and 3 rd land-based cofferdam.
Soft Spots	47,595	Site/ground conditions - Soft ground requiring removal & better quality material placed. Soft spots extent verified on site.
Temporary works aggregates	1,728,455	Development of temporary works design – Thicker working platforms using different material and over larger areas required compared to tender assumptions.
Earthworks increase	810,203	Development of permanent works design – Change from soil stabilisation technique to dig out and replace. Increase in drainage material.
Structural Steel	391,822	Development of permanent works design has led to an increase in structural steel requirements.
Drainage	198,368	Development of permanent works design – Change in size of mammal pipes and adjustment of invert levels. Correction of tender adjustments – assumptions that drainage could be rationalised were not realised.
Walkway piling	160,388	Development of detailed design – Type, size and number of piles required increased due to existing ground conditions and development of walkway design.
Formwork, Reinforcement & Concrete Remeasure	306,683	Development of detailed design
Testing remeasure	104,119	Tender allowances insufficient. Additional earthworks contributed to increase.

Walkway steelwork remeasure	237,350	Development of detailed design – incl. weight, complexity and waterproofing requirements.
Groundworks	87,673	Detailed design development – changes to accommodation works, kerbing & footways.

Significant Agreed Compensation Events	£	Comments
CE001 – Railway Overhead Line Equipment Lowering grip 3 to 4	44,081	Design works of lowering railway electrical line to allow bridge to be installed.
CE006 – UK Power Network 11kV contestable works	52,461	Works that were within scope to be undertaken by statutory undertakers that were undertaken by the contractor to obtain greater programme control (i.e. reduce risk to programme).
CE011 - Rail possession staff	248,392	It was anticipated that Network Rail would provide possession staff.
CE012 - Street lighting power supplies	104,044	Street lighting power supply requirements changed from information available at tender
CE019 – Anglian Water 500mm potable water main protection works	146,478	Works that were not envisaged as being required as statutory undertakers records showed the water main being far deeper than it proved to be.
CE026 - UK Power Network completion dates	1,612,312	Delay & disruption to construction works and programme due to later than anticipated diversion of 33kV UKPN overhead.
CE031 – British Telecom Openreach Contestable works	49,416	Works that were within scope to be undertaken by statutory undertakers that were undertaken by the contractor to obtain greater programme control (i.e. reduce risk to programme).
CE032 - Anglian Water Rising main - Duct installation	19,118	Works that were within scope to be undertaken by statutory undertakers that were undertaken by the contractor to obtain greater programme control (i.e. reduce risk to programme).

CE033 - Culvert Installation requirements	498,743.53	Third party requirement of landowner/developer of Octagon Park site. Requirement not known at tender.
CE035 - Railway Overhead Line Equipment Grips 5-8	201,050.29	Lowering of overhead railway line to allow railway bridge to be installed.
CE040 - Network Rail track monitoring for Railway Bridge works	94,310	Network Rail requirement that was not anticipated/expected.
CE046 - UK Power Network 33kVA Access requirements	12,512	Haul roads constructed to facilitate UKPN access for the 33kV diversion works. This minimised delay & CCC are seeking to recoup these costs from UKPN.
CE057 – Network Rail Change in Standard 19	114,620	Change in Network Rail standards that requires additional safety staff. Standard came into effect post tender.

Compensation Events Under Review

Value of compensation events that have been submitted and are under review is £1,660,521

CAMBRIDGESHIRE AND PETERBOROUGH MINERALS AND WASTE LOCAL PLAN – PRELIMINARY DRAFT.

To: Economy and Environment Committee

Meeting Date: 12 April 2018

From: Graham Hughes - Executive Director, Place and Economy

Electoral division(s): All

Forward Plan ref: Not applicable **Key decision:** No

Purpose: To consider the preliminary draft Cambridgeshire and Peterborough Minerals and Waste Local Plan for the purposes of public consultation commencing in May 2018.

Recommendation: That Economy and Environment Committee:

- a) approve the attached Cambridgeshire and Peterborough Minerals and Waste Local Plan - Preliminary Draft for the purpose of public consultation commencing in May 2018.
- b) delegate to the Executive Director, Place and Economy in consultation with the Chair and Vice Chair of the Committee, the authority to make any minor non-consequential amendments to the consultation document attached, prior to consultation.
- c) delegate to the Executive Director, Place and Economy, in consultation with the Chairman and Vice-Chairman of the Committee, the authority to make more substantive changes to the document prior to consultation, if it would address any substantive suggested amendments arising from the Report's consideration by Peterborough City Council's democratic process.

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Ann Barnes	Names:	Councillor Ian Bates & Councillor Tim Wotherspoon
Post:	Principal Planning Officer	Post:	Chair/Vice-Chair
Email:	ann.barnes@cambridgeshire.gov.uk	Email:	ian.bates@cambridgeshire.gov.uk / tim.wotherspoon@cambridgeshire.gov.uk
Tel:	01223 715526	Tel:	01223 706398

1. BACKGROUND

- 1.1 On 10 August 2017 this Committee agreed to proceed with the preparation of a new Minerals and Waste Local Plan, to be prepared jointly with Peterborough City Council. This new Plan will set out planning policy to guide future minerals and waste development, and planning decisions on such proposals, over the period to 2036. When it is adopted it will replace the existing Minerals and Waste Plan (Core Strategy 2011 and Site Specific Proposals Plan (2012).
- 1.2 At the same meeting a timetable for preparing the new plan was approved, in the form of the Minerals and Waste Development Scheme. In summary the agreed timetable:
- May 2018 - first round of consultation on the emerging Plan;
 - March 2019 - second round of consultation;
 - November 2019 - third and final round of consultation;
 - March 2020 - 'submission' of Local Plan, in order to commence its independent examination; and
 - November 2020 – adoption.

2. MAIN ISSUES

- 2.1 The first stage of the new Plan is a preliminary stage of consultation aimed at seeking views from consultees, including the public, on what the new Plan should contain. It is often described as an 'issues and options' stage. For this reason the consultation document (**see Appendix 1**) sets out key issues and options, and discusses factors that need to be taken into account. It also suggests what the proposed approach or policy may be e.g. whether it is proposed to carry forward a policy, amend and update it. The purpose of this is to encourage meaningful debate and elicit views which will inform the next stage of the Plan which is to draft a full local plan for further public consultation.
- 2.2 The preliminary draft Plan does not include any sites for mineral or waste management development as it is not yet known how much mineral and new waste management capacity is needed. These are both issues that are identified in the report, and views are being sought on what approach should be taken in this respect.
- 2.3 In terms of mineral supply the reports suggests the key elements that could inform the level of provision for aggregates, and which are indicators of the security of supply and the additional provision that may need to be made, are:
- the rolling average of the past 10 years of aggregate sales data;
 - the landbanks and other information contained in the Cambridgeshire and Peterborough Local Aggregates Assessment;
 - as assessment of other supply options i.e. the supply of secondary and recycled aggregates and marine dredged material;
 - matters relating to mineral supply raised through the duty to cooperate with other mineral planning authorities; and
 - local factors e.g. major infrastructure projects such as the Oxford to Cambridge Expressway; the geological extent of mineral; and any other relevant factors.

Views on this matter are being sought through the document.

2.4 Similarly views on where future mineral extraction should be located are sought, and again key factors are suggested for consideration:

- Whether new extraction should be focussed at existing sites (i.e. make extensions at these sites);
- Whether the plan should set out 'Areas of Search' within which there could be specific allocations but also to contain a policy steer to indicate that proposals on non-allocated sites should first look to within those identified Areas of Search;
- To what degree should HCV impacts be taken into consideration, and more generally, the degree to which existing infrastructure capacity is used to steer the spatial strategy;
- To what degree, like the adopted Local Plans, should the potential for biodiversity enhancement steer the spatial strategy;
- How the lack of a mineral (e.g. limestone) being available should steer the strategy; and
- The level of support, or not, for temporary workings/borrowpits.

2.5 In the context of waste management a Waste Needs Assessment is being prepared to inform the Plan, and this will be available for comment alongside the preliminary report. Initial forecast waste capacity need is as follows:

		Indicative Total Waste Management Capacity Needs, Million tonnes				
		2016	2021	2026	2031	2036
Non-hazardous waste management						
Preparing for re-use and recycling	Materials recycling	0.582	0.634	0.685	0.732	0.776
	Composting	0.171	0.181	0.199	0.213	0.223
	Inert recycling	0.106	0.108	0.110	0.110	0.110
Other recovery	Treatment and energy recovery processes	0.204	0.285	0.377	0.460	0.489
	Soil treatment	0.071	0.073	0.074	0.075	0.074
	Inert recovery (fill)	0.725	0.735	0.740	0.742	0.747
Disposal	Inert landfill	0.207	0.209	0.209	0.209	0.211
	Non-hazardous landfill*	0.592	0.543	0.485	0.430	0.439
	London's non-apportioned household and C&I waste for export for disposal to non-hazardous landfill	0.045	0.027	0.000	0.000	0.000
Hazardous waste management						
Preparing for re-use and recycling	Recycling	0.026	0.028	0.031	0.034	0.037
Recovery	Treatment and other recovery	0.009	0.010	0.011	0.012	0.013
Disposal	Hazardous landfill	0.007	0.007	0.008	0.009	0.009
	Incineration without energy recovery**	0.003	0.003	0.003	0.004	0.004

*Includes stable non-reactive hazardous waste landfill void space.

** Potential for this capacity to be accommodated by incineration with energy recovery or other energy from waste recovery processes.

2.6 Under the Localism Act 2011 and national planning policy, Councils have a Duty to Cooperate (DtC). This duty requires cooperation between local planning authorities and other public bodies to maximise the effectiveness of policies for strategic matters in local plans, including waste management. When the local plan is examined by an independent

inspector their role will be to assess whether the plan has been prepared in accordance with the DtC, legal and procedural requirements, and whether it is sound.

- 2.7 National policy requires the Plan to consider the need for additional waste management capacity of more than local significance. The adopted London Plan identifies household and commercial & industrial waste to be exported, and the East of England is specifically listed as the main destination for this, owing to its proximity and landfill capacity. Whilst some of London's waste is received at waste treatment facilities within the Plan area, at present the majority is disposed to non-hazardous landfill. The adopted London Plan sees household and commercial & industrial waste exports to the East of England reducing from 1.95 million tonnes in 2016, to 1.19 million tonnes by 2021, and ceasing completely in 2026. However, whilst London is moving towards net self-sufficiency in this respect, if the provisions of the adopted London Plan are not taken into account then the DtC would not have been met; and this local plan will most likely be found to be unsound. Thus it is being suggested that some provision for the landfill of some of London's household and commercial & industrial waste be made in the early plan period; albeit that in practice this may be waste which is displaced from other counties in the East of England which are closer to London and which may be the actual destination for London's residual waste. The County Council has made representations on the draft London Plan, which can be found in **Appendix 2**.
- 2.8 Factors highlighted in the consultation document which may influence the location of waste management facilities, are:
- The degree of specificity in terms of a spatial strategy, such as focussing facilities only in described and limited geographical areas, or a more spreading of such facilities across the plan area;
 - The degree to which the plan should make specific allocations for waste management facilities, or broad locations for such facilities, or simply have criteria based (non-site specific) policies. Or perhaps a blend of all three approaches;
 - If allocations are made, the degree to which flexibility is given in terms of the type of waste management facility which will be permitted on each site;
 - The degree to which co-location of facilities is encouraged or insisted upon;
 - The degree to which facilities are directed to the urban area, or the rural area, or a mix of both;
 - Whether 'employment allocations' (B-Class) as allocated in district Local Plans and/or other land currently under employment use should be generally acceptable for waste management facilities, or not, as a matter of principle. Or should only named employment allocations/existing employment sites be deemed suitable;
 - The degree to which any new settlements should/must incorporate permanent waste management facilities; and
 - The degree to which HCV impacts be taken into consideration, and more generally, the degree to which existing infrastructure capacity is used to steer the spatial strategy.

Views on what approach should be taken are invited.

- 2.9 Part two of the document issues a 'call for sites' to the industry, landowners, and other parties. It also seeks views on whether sites allocated in the existing Plan should be carried forward. The result of this exercise, and site assessment, will feed into the next stage of public consultation.

- 2.10 The preliminary draft also sets out for discussion potential policies which may be used to guide decisions on planning applications. This includes important matters such as highway impacts and effects on biodiversity. The impact of the movement of mineral and waste by HCV's was a key concern when the last plan was prepared; and it has been suggested that a more robust approach could be taken in the new plan i.e. close proximity to the HCV network could be a factor embodied in the spatial strategies which would guide the location of new development; and a policy requirement to show how proposals relate to and will use the HCV network; as well as how routing arrangements would be put in place and enforced. Views received will inform the draft policies included in the full plan which will be published in 2019.
- 2.11 When the preliminary draft is published for public consultation there will also be a technical study and methodologies available for comments. These will include the Waste Needs Assessment; the site assessment methodology, the methodology for defining Mineral Safeguarding Areas etc. Views will be sought on these before they are applied.
- 2.12 The purpose of the preliminary draft plan is therefore to initiate and encourage views on the content and form of the new Plan. Public consultation will take place in accordance with the County Council's Statement of Community Involvement, over a six week period as required by legislation. Responses received will be considered and will inform the preparation of a full draft Local Plan which will subject to public consultation in 2019. As this is a joint plan, scope has been proposed in the recommendation to enable any amendments which arise from Peterborough City Council's democratic processes to be made prior to the start of public consultation.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The policies of the new minerals and waste plan will underpin the local economy through ensuring the provision of raw materials for housing and other types of growth. The plan will also ensure the provision of waste management infrastructure which is an essential service to existing and future communities.

3.2 Helping people live healthy and independent lives

The new minerals and waste plan will ensure that mineral is provided in a sustainable way, and that essential waste infrastructure is in place to manage waste arising from existing and future communities.

3.3 Supporting and protecting vulnerable people

None.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

Resources for the preparation of the new plan, including the planned public consultation commencing in May 2018, have been set aside through the General Purposes Committee

for this financial year, and through the business planning process for subsequent years. Cost savings are being secured through joint plan preparation with Peterborough City Council, including the agreed approach to prepare a single local plan document.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

None.

4.3 Statutory, Legal and Risk Implications

The County Council has a statutory duty under the Planning and Compulsory Purchase Act 2004 to prepare and maintain a minerals and waste local plan which must be prepared along the timescales set out in an approved Minerals and Waste Development Scheme. The European Waste Framework Directive, 2008 (2008/98/EC), as transposed through the Waste (England and Wales) Regulations 2011(as amended), requires waste planning authorities to put in place waste local plans.

Risk Implications: if a new Minerals and Waste Local Plan is not adopted in these timescales the County Council would have no up to date and locally-determined land-use policy framework against which to regulate proposals for new mineral working and waste management in Cambridgeshire. Such a diminution of local control over these operations would leave the authority with much less influence over the location of future minerals and waste operations and make it heavily reliant on the National Planning Policy Framework and National Planning Policy for Waste, which are considerably less comprehensive and detailed in their coverage of these matters.

4.4 Equality and Diversity Implications

A Community (Equality) Impact Assessment will be prepared for the Plan during the plan preparation processes.

4.5 Engagement and Communications Implications

The community engagement undertaken during the plans preparation will be in accordance with the County Council's Statement of Community Involvement 2014; and the Town and Country Planning (Local Planning) (England) Regulations 2012, which defines the relevant interested parties which must be consulted during the plan process (see source documents).

4.6 Localism and Local Member Involvement

All local communities and Members, statutory consultees and other interested parties will have opportunities to feed into the plan process (see para 4.5).

4.7 Public Health Implications

There may be public health implications relating to the implementation of the minerals and waste local plan and therefore Public Health will be involved in its preparation, and consulted on the Plan as it progresses through the statutory processes.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Debbie Carter-Hughes
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Joanna Shilton
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green & Tess Campbell

SOURCE DOCUMENTS GUIDANCE

Source Documents	Location
Cambridgeshire County Council's Statement of Community Involvement 2014	https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-applications/submitting-a-planning-application/
Town and Country Planning (Local Planning) (England) Regulations 2012	http://www.legislation.gov.uk/uksi/2012/767/contents/made
Adopted London plan	https://www.london.gov.uk/what-we-do/planning/london-

	plan/current-london-plan
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Introduction to the Cambridgeshire and Peterborough Minerals and Waste Local Plan

The Planning and Compulsory Purchase Act 2004 (the 2004 Act) set the requirement for Minerals and Waste Planning Authorities to prepare Minerals and Waste Development Plan Documents (DPDs) for their administrative areas. These DPDs help form the 'Development Plan' for the area⁽¹⁾. The term 'Local Plan' has in recent years been favoured over the term 'DPD'.

Local Plans can be produced jointly by two or more planning authorities. The two Planning Authorities of Cambridgeshire and Peterborough have previously produced the following joint Local Plans:

- Cambridgeshire and Peterborough Minerals and Waste Development Plan Core Strategy DPD (adopted July 2011); and
- Cambridgeshire and Peterborough Minerals and Waste Development Plan Site Specific Proposals DPD (adopted February 2012)

Those two DPDs remain in force until a new Local Plan replaces them. That is what the two planning authorities intend to do - replace the above two documents with a single new Local Plan, to be known as 'The Cambridgeshire and Peterborough Minerals and Waste Local Plan'.

It is necessary to replace the above two documents because without doing so, they will steadily become out of date. Up to date Local Plans are important, so that all parties (landowners, operators, members of the public etc.) are clear what policies will apply in which locations and for what types of proposals.

Starting in 2017 (and from 6 April 2018, it has become a legal requirement to do so), the two planning authorities carried out a review of the current adopted DPDs and supporting documents, to see which policies were in need of review and which were still relevant, and to determine if a partial or full review of them would be required.

It was decided that, whilst the two DPDs as a whole were still generally sound, some policies (and potentially allocations) were in need of a review. In light of this and changes made to the national planning system since the current plans were adopted, it was agreed that they should be reviewed in full.

Building on the success of previous joint working, both Cambridgeshire County Council and Peterborough City Council agreed to commence preparation of a new joint Minerals and Waste Local Plan. Preparing a joint Local Plan is possible under section 28 of the Planning and Compulsory Purchase Act. The Local Plan will, upon adoption, replace both of the adopted DPDs referred to above. Other supporting documents, such as linked Supplementary Planning Documents (SPDs) are also being reviewed to determine whether they should be retained, amended or revoked alongside this new Local Plan.

For the avoidance of doubt, whilst the geographic area of the Plan matches the area of the Cambridgeshire Peterborough Combined Authority, the Plan is the responsibility of, and is being prepared by, Cambridgeshire County Council and Peterborough City Council. The Combined Authority will, however, be an important consultee in the process.

1 The Development Plan for Cambridgeshire and Peterborough includes the Minerals and Waste Local Plan, the Local Plans of the Cambridgeshire Districts and Peterborough City Council, and any adopted Neighbourhood Plans or Neighbourhood Development Orders across the plan area

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For the rest of this document, the phrase Local Plan will be used, rather than DPD, due to its more common usage.

How to make comments

This is the first opportunity for you to make comments on the emerging Local Plan and we encourage you to take this opportunity to let us know your views.

Peterborough City Council is hosting the consultation exercise, and comments are welcome from anyone, for any area across Cambridgeshire and Peterborough.

The Preliminary Plan can also be viewed at peterborough.gov.uk/MWLP where comments can also be made online using the [consultation portal](#).

A Comments Form (Form A) is also available to collect in paper format from the following locations:

Peterborough City Council's customer service centre at:

Bayard Place
Broadway
Peterborough
PE1 1F

Opening hours: 9am to 5pm, Monday to Friday

Cambridgeshire County Council's Office at:

Shire Hall
Castle Hill
Cambridge
CB3 0AP

Opening hours: 9am to 5pm, Monday to Thursday, 9am to 4.30pm Friday

or a form can be downloaded from the above link and returned by e-mail or post to:

planningpolicy@peterborough.gov.uk or:

Minerals and Waste Local Plan Consultation
Sustainable Growth Strategy
Peterborough City Council
Town Hall, Bridge Street
Peterborough
PE1 1HF

Please clearly let us know exactly which part of the document you are commenting on or what issue it is you wish to raise, by quoting the relevant paragraph number or policy number.

The closing date for all comments is **midnight on xx June 2018**. Please note that all comments will be uploaded to our online consultation portal and will not be confidential (however personal email addresses, telephone numbers and signatures will not be shown). All comments received will be

taken into consideration and will help inform the Further Draft Local Plan, due to be published for public consultation in 2019.

Approach of this Preliminary Plan

We are at a very early stage in preparing this new Local Plan. The approach we have taken in this document is to 'kick start' a discussion on it. Overall, our approach is intended to be one which rolls forward, refreshes and consolidates the existing Minerals and Waste Local Plans, rather than a fundamental review of everything from scratch. We are still at the early stages of gathering evidence (and this consultation is part of that process), and we would also like to start the process of gathering suggested new minerals and/or waste management sites from you so that, if we need to allocate more sites, we have a good platform to start from (see Part Six).

This Preliminary Plan consists mainly of proposed non-site specific policies. These are, with a few exceptions, written in detail to a degree which could form the final version of those policies, subject to your views. These are, as it explains in each case, primarily derived from existing adopted policies. We welcome your views on what we have done, and we are very open minded to further adjustments (or, potentially, retaining some of the adopted policies rather than amending them as proposed in this document).

Key questions for you to respond to

At this first consultation stage, we would welcome a wide range of comments to be submitted to us, not necessarily just focussed on what is presented in this document. As such, to assist you, here are some questions that may help you to formulate a response to the consultation:

- a. Do you have any views on the overarching approach to preparing this Plan? For example, are you content it is a joint Plan? What about the emerging Objectives, and their link to the Sustainability Appraisal process?
- b. For each draft policy in this emerging Plan, do you agree with the policy wording and supporting text? If not, why not? Are you able to offer any precise wording changes you would like to see?
- c. Is there a theme or policy area not properly covered? If so, what is it? Do you have any suggestions what that additional theme or policy should cover?
- d. Are there any designations or allocations in the currently adopted Minerals and Waste Local Plans, that you wouldn't want to see carried over into this new Plan? If so, please be precise what you would like to see changed. This could be an allocation, or the boundary of a site, or the extent of any consultation or safeguarding area. Or perhaps you have a suggestion for a new allocation or designation?
- e. If you are promoting a site for development, please ensure you complete the site suggestion form (see Part Six).
- f. Broadly speaking, the two councils are proposing to roll forward the strategy and approach of the current adopted Minerals and Waste Plans (and complementary supporting policies), albeit consolidating the policy and guidance, updating it where appropriate, and making new provision for various matters should the evidence determine we need to. Similarly, as the Plan evolves, evidence may indicate that some elements are not appropriate to be rolled forward (including, potentially, some allocations).

Introduction

Status of Preliminary Plan May 2018 for Decision Makers

When reading this Preliminary Plan please note the following information about its status. It has been produced in accordance with the National Planning Policy Framework (NPPF) and other relevant national policy.

The NPPF was issued by Government in March 2012, followed by the 'live' National Planning Practice Guidance (NPPG) from March 2014, and the National Planning Policy for Waste (NPPW) in October 2014. This Preliminary Plan has been written to complement the NPPF and NPPW and to comply with the guidance in the NPPG. Should the NPPF, NPPW, or NPPG be revised in the future, then any references to them in this document should be checked against the latest versions in force at that point in time. This Local Plan does not repeat policies in the NPPF or NPPW; it builds on them when necessary and ensures locally specific issues are covered.

The NPPF clarifies the position on the status of emerging plans. It states:

Paragraph 216: From the day of publication, decision-takers may also give weight to relevant policies in emerging plans according to:

- *the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that can be given);*
- *the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*
- *the degree of consistency of the relevant policies in the emerging plan to the policies in this Framework (the closer the policies in the emerging plan to policies in this framework the greater the weight that may be given).*

In accordance with NPPF paragraph 216, the policies contained within this emerging plan will be used (alongside the Development Plan and other material considerations) in determining planning applications, especially where it contains 'new' policy not currently found elsewhere in either the Development Plan or the NPPF and NPPW. In helping determine proposals, the amount of weight to be given to the content of this emerging plan in comparison with the amount of weight given to other plans, strategies and material considerations, will be a matter for the decision taker to decide and will vary depending on the specific elements of the proposal. However, at this draft stage of plan preparation, the weight is likely to be very limited.

Policies Map

Any reference to the term Policies Map in the Preliminary Plan relates to the adopted Policies Map (previously referred to as Proposals Map) of the relevant individual District Councils or Peterborough City Council (whom are responsible for identifying Minerals and Waste designations that apply in their administrative area).

At this stage no changes are proposed to the Policies Map. Any proposed changes will be included in the next version of the Local Plan due to be published for consultation in 2019.

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Contents

Part One: Policy Framework and Context

Timetable for preparing this new Local Plan (the Local Development Scheme)

- 1.1** In preparing a Local Plan, planning authorities must set out a timetable for the production of that Plan. This is called a Local Development Scheme (LDS). In August 2017 the planning authorities adopted their respective Development Schemes:
- Cambridgeshire Minerals and Waste Development Scheme (August 2017)
 - Peterborough Local Development Scheme (August 2017)
- 1.2** It should be noted that Cambridgeshire's LDS provides a timetable solely for the production of the joint Minerals and Waste Local Plan, whereas Peterborough's LDS also includes the timetable for the production of the separate Peterborough Local Plan. The LDS timetable in both cases is repeated below:

Plan Stages		Date
1	Consultation on Sustainability Appraisal Scoping Report	Dec 2017
2	Issues and Options Consultation (Regulation 18)	May/Jun 2018
3	Preferred Options Consultation (Regulation 18)	Mar/Apr 2019
4	Proposed Submission (Regulation 19)	Nov/Dec 2018
5	Plan Submitted (Regulation 22)	Mar 2020
6	Independent Examination (Hearing)	Jun 2020
7	Inspector's Report	Aug 2020
8	Adoption of Plan	Nov 2020

Statement of Community Involvement

- 1.3** As part of their plan making duties, planning authorities must also produce a Statement of Community Involvement (SCI). This document outlines how and at what stages the Council will engage with the community, and how the community can get involved in plan preparation. We will use the two SCIs to inform our approach to consultation on this new Local Plan.
- Cambridgeshire Statement of Community Involvement (March 2014)
 - Peterborough Statement of Community Involvement (December 2015)

- 1.4** If you respond to this consultation or send us your contact details, we will retain your information and inform you of future consultations associated with this plan (unless you ask us not to).

Further information about this consultation

- 1.5** This Preliminary Plan is a formal consultation under Regulation 18 of the The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). It seeks the views of land owners, their agents, members of the community, parish councils, neighbouring authorities and any other interested party. A further 'Regulation 18' consultation is due to be held in 2019 (the 'Further Draft' stage).
- 1.6** As well as consulting on the content of this Preliminary Plan, the authorities are also seeking land owners and / or their agents to submit their land for future minerals and waste management

Part One: Policy Framework and Context

development. This includes existing allocated sites which do not yet have the benefit of planning permission. For more information on what is required to support your submission, and for a site submission form, please see Part Six.

Vision

- 1.7** At this Preliminary Plan stage, the following sets out our high level vision for minerals and waste management development. It will evolve over the preparation of the plan, especially when we have established more details on needs and proposed allocations. The vision will therefore become more 'locally specific' as the plan evolves:
- 1.8** *Over the plan period to 2036 Cambridgeshire and Peterborough will ensure a steady and sustainable supply of minerals to meet current and projected future need. There will be an increased commitment to the use of secondary and recycled aggregate over land won material, with restoration and aftercare placed at the forefront of planning decisions.*
- 1.9** *As existing communities grow and new communities are formed, a network of waste management facilities will provide for the sustainable management of all wastes to the achievement of net self-sufficiency.*
- 1.10** *A balance will be struck between meeting present and future needs, and maintaining and enhancing the social, environmental and economic vibrancy of the plan area.*

Aims and Objectives

- 1.11** To ensure that the overall vision of the Plan is achieved, that national and European policy is met and that local needs are addressed, a set of aims and objectives have been formed. The Plan has a total of 12 objectives under 8 themes. Each objective has examples as to how the objective could be met. The objectives are the same as in the Sustainability Appraisal framework and are shown in the table below:
- 1.12** *[Note for this version of the Plan going through CCC / PCC democratic processes: the objectives listed below reflect the objectives as set out in the published 'Draft Sustainability Appraisal Scoping Report - January 2018'. That Report, as is legally required, has been consulted upon with statutory bodies during January and February 2018. The comments received are presently being considered. After an initial review of such comments it is likely that a small number of minor changes to the objectives listed below will be necessary, prior to the Preliminary Plan being published for consultation in May 2018. The changes will not fundamentally amend the Objectives. This Note will be removed in the version of the Plan to be consulted upon]*

Headline Objective	Criteria to help determine whether objective is/could be met
Sustainable mineral development	
1. Ensure a steady and adequate supply of minerals to support growth whilst ensuring the best use of materials, and protection of land	<p>A. determine applications for minerals development without delay</p> <p>B. prevent needless sterilisation of minerals resources through the use of mineral safeguarding areas</p> <p>C. safeguard existing minerals development</p> <p>D. make adequate provision in order to ensure continuity of supply of mineral for the plan area</p>
Sustainable waste management	

Part One: Policy Framework and Context

Headline Objective	Criteria to help determine whether objective is/could be met
2. Contribute positively to the sustainable management of waste	<p>A. manage the waste arising in the plan area over the plan period, with appropriately located and distributed waste management facilities of a high quality in operation and in design</p> <p>B. move treatment of waste up the waste hierarchy</p> <p>C. achieve net waste self-sufficiency</p> <p>D. safeguard existing waste management facilities and infrastructure, including from incompatible development that may prejudice waste use</p> <p>E. promote / allow scope for new technology and innovation in waste management</p> <p>F. ensure that all major new developments undertake sustainable waste management practices (including, where appropriate, the provision of temporary waste management facilities throughout construction)</p>
Resilience and restoration	
3. Support climate change mitigation and adaptation, and seek to build in resilience to the potential effects of climate change	<p>A. minimise greenhouse gas emissions</p> <p>B. reduce the demand for energy and maximise the use of energy from renewable sources</p> <p>C. minimise the use of virgin mineral by encouraging the efficient use of materials (including the recycling and re-use of waste and the minimisation of construction waste)</p> <p>D. encourage operational practices and restoration proposals which minimise or help to address climate change</p>
4. Protect water resources, mitigate for flood risk from all sources and seek to achieve a reduction in overall flood risk	<p>A. ensure waste development and associated infrastructure are not at risk of flooding</p> <p>B. ensure infrastructure associated with minerals is not at risk of flooding</p> <p>C. ensure minerals and waste development will not affect water resource quantity and quality</p>
5. Safeguard productive land	<p>A. avoid the loss of the best and most versatile agricultural land for waste development and prioritise the location of waste development on previously developed sites over greenfield land</p> <p>B. minimise soil contamination and safeguard soil quality and quantity</p>

Part One: Policy Framework and Context

Headline Objective	Criteria to help determine whether objective is/could be met
Employment and economy	
6. Support sustainable economic growth and the delivery of employment opportunities	<p>A. support the development and growth of sustainable communities and provision of infrastructure within the plan area</p> <p>B. provide training and employment opportunities</p> <p>C. maximise the sustainable economic benefits of minerals operations and waste management in the plan area</p> <p>D. ensure mineral supply for construction</p> <p>E. ensure effective and adequate waste infrastructure for existing and future development</p>
Infrastructure	
7. Reduce road traffic, congestion and pollution; promote sustainable modes of movement and efficient movement patterns; and provide and maintain movement infrastructure	<p>A. reduce the reliance on road freight movements of minerals and waste and seek to increase the efficient use of other modes of movement</p> <p>B. where road transportation is necessary, minimise the total vehicle kilometres travelled and encourage the use of low emission vehicles</p> <p>C. safeguard current and future infrastructure for minerals, waste, concrete batching, coated materials manufacturing, other concrete products and the handling, processing and distribution of aggregate material</p>
Natural environment	
8. Conserve and enhance the quality and distinctiveness of the landscape	<p>A. minimise adverse impacts to local amenity and overall landscape character</p> <p>B. protect designated assets such as designated nature sites, open spaces, parks, gardens, historic landscapes</p>
9. Protect and encourage biodiversity and geodiversity	<p>A. protect and enhance habitats of international, national or local importance</p> <p>B. maintain wildlife corridors and minimise fragmentation of green spaces</p> <p>C. utilise opportunities to enhance biodiversity and geodiversity and achieve net gains</p>
Built and historic environment	

Part One: Policy Framework and Context

Headline Objective	Criteria to help determine whether objective is/could be met
10. Protect and where possible enhance the character, quality and distinctiveness of the built and historic environment	<p>A. retain and enhance the character, distinctiveness and accessibility of townscapes</p> <p>B. ensure minerals and waste development conserves, protects and enhances designated and undesignated heritage assets and their settings</p>
Health and wellbeing	
11. Protect and enhance the health and wellbeing of communities	<p>A. avoid adverse effects on human health and safety or minimise to acceptable levels</p> <p>B. safeguard the residential amenity of new and existing communities</p> <p>C. provide opportunities to improve health and amenity through the restoration and management of former minerals and waste sites</p> <p>D. encourage opportunities for education about minerals and waste</p>
12. Minimise noise, light and air pollution	<p>A. minimise noise and light pollution arising from activities associated with waste development, waste management, mineral extraction and mineral movement</p> <p>B. minimise air pollution</p>

Part One: Policy Framework and Context

Part Two: The Core Policies

Sustainable Development

- 2.1** The National Planning Policy Framework (NPPF) was introduced in 2012 and is based around five guiding principles of sustainable development, the presumption in favour of which should be seen as a golden thread running through plan making⁽²⁾. The first half of this proposed Policy 1: Sustainable Development is a standard policy found in most Local Plans produced post 2012. It is not presently included in the adopted Minerals and Waste Local Plans. The second half is predominantly a carry-over of adopted policy CS22 Climate Change.

Policy 1: Sustainable Development

When considering Minerals and Waste development proposals, the councils will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will seek to work proactively with developers and investors to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in other Local Plans and Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.

Minerals and waste management development proposals, including operational practices and restoration proposals, must take account of climate change for the lifetime of the development. This will be through measures to minimise greenhouse gas emissions, and measures to ensure adaptation to future climate changes.

Proposals should, to the degree proportionate with the scale and nature of the scheme, set out how this will be achieved, such as:

- a. broadly quantifying the reduction in carbon dioxide and other relevant greenhouse gases e.g. methane, that should be achieved as part of the proposal, and how this will be monitored and addressed in future;
- b. demonstrating how the location, design, and transportation related to the development will limit greenhouse gas emissions; and take into account any significant impacts on human health and air quality;
- c. where relevant, setting out how the proposal will make use of renewable energy including opportunities for generating energy from waste for use beyond the boundaries of the site itself, and the use of decentralised and renewable or low carbon energy.

Proposals should consider adopting emissions reduction measures based on the principles of the energy hierarchy. Proposals should also set out how they will be resilient to the changing climate, and may therefore include:

- d. incorporation of sustainable drainage schemes to minimise flood impacts;
- e. measures to manage water resources efficiently; and

Part Two: The Core Policies

- f. measures to adapt to the potential impacts of excess heat and drought.

The Spatial Strategy for Minerals

- 2.2** Minerals are essential to support sustainable economic growth and our quality of life.
- 2.3** The new Local Plan needs to set out an overarching mineral spatial strategy. This is important in order to guide allocations to be made in the plan, and it would also help should proposals on non-allocated sites subsequently come forward as planning applications.
- 2.4** In developing a mineral spatial strategy, we think the following are key issues to consider:
- a. whether new extraction should be focussed at existing sites (i.e. make extensions at these sites);
 - b. whether the plan should set out 'Areas of Search' within which there could be specific allocations but also to contain a policy steer to indicate that proposals on non-allocated sites should first look to within those identified Areas of Search;
 - c. to what degree should Heavy Commercial Vehicle (HCV) impacts be taken into consideration, and more generally, the degree to which existing infrastructure capacity is used to steer the spatial strategy;
 - d. to what degree, like the adopted Local Plans, should the potential for biodiversity enhancement steer the spatial strategy;
 - e. how the lack of a mineral (e.g. limestone) being available should steer the strategy;
 - f. the level of support, or not, for temporary workings / borrowpits.
- 2.5** To explain the above in more detail, the current adopted minerals and waste plans make allocations of a site specific nature, and these were generally extensions to existing sites. This approach provides more certainty for local communities. Extensions to existing sites normally also minimise the impact of new mineral working. However, extensions to existing quarries can result in amenity and environmental impacts, which can be cumulative in nature. Whilst the allocations that will be made will be influenced by the nature and number of sites which come forward for consideration through the plan making process, there is a need to consider if preference should be given to certain types (e.g. extensions) of allocations.
- 2.6** An additional or alternative approach could be to not be so site specific in terms of allocations, but include slightly broader areas of search where the principle of some mineral extraction is agreed, subject to the wider policy framework. This is a more flexible approach, but provides less certainty to both communities and the minerals industry.
- 2.7** In terms of HCVs, obviously minerals can only be worked where they occur, and as a result there is often a need to transport them by road. The transport of mineral can give rise to amenity issues if HCVs pass through local communities. The Councils have identified HCV routes and consideration could be given as to whether preference should be given to sites (and/or Areas of Search) which either avoid the use of road travel (e.g. are rail or conveyor based) or are well related to the HCV routes, in order to minimise impact on communities arising from the transport of mineral.

Part Two: The Core Policies

- 2.8** Historically sand and gravel extraction has been located in the Nene and Ouse River Valleys but the existing adopted Local Plans sought to move away from these areas as they are now the focus of other national planning policies which seek to protect and enhance their biodiversity. Sand and gravel extraction has therefore shifted to fen edge deposits where there are significant reserves and which give rise to the opportunity to enhance biodiversity through restoration on a landscape or a local scale. An example of this is Needingworth Quarry where a nationally significant reedbed is being created. Also, the allocation in the adopted Local Plan at Block Fen / Langwood Fen seeks to enhance the internationally important Ouse Washes through the creation of new lowland wet grassland. The question becomes, therefore, whether the spatial strategy should continue to focus extraction at fen edge deposits, and to give preference to potential sites where restoration could contribute to international and national biodiversity objectives.
- 2.9** Where the mineral is located in certain geographical areas the spatial options are more constrained. Some mineral is extracted on a larger industrial scale, such as the brickpits near Whittlesey, and others on a smaller scale such as the high quality industrial chalk at Steeple Morden. National policy requires mineral planning authorities to make provision for industrial and local mineral needs, although this could be achieved through allocations, a criteria based policy or a mixture of the two.
- 2.10** In the case of oolitic limestone, this is located in a small geographical area to the north west of Peterborough and is a diminishing resource. It was not possible to allocate any limestone sites through the current adopted Local Plan, and no sites have come forward through its criteria based policy since. It might therefore be necessary for the minerals spatial strategy to spell out clearly the limited scope for allocations for (or even the anticipated supply of) oolitic limestone.
- 2.11** Mineral (sand and gravel, and engineering clay) for infrastructure projects such as major road improvements could come from existing or allocated mineral workings; or it could come from dedicated mineral workings close to and specific to that project, and which would be temporary in nature. Such 'borrowpits' may reduce the impact of mineral working for those local communities on the routes from existing mineral sites and have a lower carbon impact (due to less mineral miles travelled); but there could also be an impact on communities, the landscape or other matters from borrowpits.
- 2.12** There may also be other issues / options which you think are relevant. Your views on the form of the spatial strategy for mineral development are invited.

Policy 2: The Spatial Strategy for Minerals

This policy will be developed for the Further Draft Local Plan consultation stage, taking account of views made at this Preliminary Plan stage on the issues discussed in the supporting paragraphs above.

Providing for Mineral Extraction

- 2.13** This policy intends to set out the overall scale of mineral extraction in the plan area. It is generally an amalgamation of the following adopted policies:
- CS4 The Scale and Location of Future Sand and Gravel Extraction
 - CS6 The Scale and Location of Future Limestone Extraction

Part Two: The Core Policies

- CS8 The Scale and Location of Future Brickclay Extraction
- CS9 The Scale and Location of Future Chalk Marl Extraction
- CS10 The Scale and Location of Future Mineral Extraction for Specialist Uses

2.14 We presently intend to make provision for minerals plan wide, though if you have views as to whether the plan should provide a mechanism whereby mineral supply (or the lack of) in one Minerals Planning Authority Area does not prejudice planning decisions in the other, then please let us know. For example, if the supply of a particular mineral is not meeting the policy requirements in one administrative area, but is in the other, should the policy introduce a mechanism to deal with this, or should the plan be simply plan wide?

2.15 More detail regarding the principal minerals occurring in the plan area is as follows.

Sand and Gravel, and Limestone

2.16 Subject to consultation, the Councils intend to follow national planning policy in planning for a steady supply of sand and gravel and limestone i.e. the aggregates which occur in the plan area. This includes taking the advice of the East of England Aggregates Working Party which, in November 2017, agreed that, in the absence of updated national guidelines on aggregate provision, the methodology contained in the NPPF and Planning Practice Guidance (PPG) would be used for determining aggregate provision for Local Plans.

2.17 Therefore the key elements that we think should inform the level of provision for aggregates, and which are indicators of the security of supply and the additional provision that may need to be made, are:

- a. the rolling average of the past 10 years of aggregate sales data;
- b. the landbanks and other information contained in the Cambridgeshire and Peterborough Local Aggregates Assessment;
- c. as assessment of other supply options i.e. the supply of secondary and recycled aggregates and marine dredged material;
- d. matters relating to mineral supply raised through the duty to cooperate with other mineral planning authorities; and
- e. local factors e.g. major potential infrastructure projects (such as the Oxford to Cambridge Rail Line); the geological extent of mineral; and any other relevant factors.

2.18 Your views are welcomed on the above and any other factors you think should be taken into account, particularly any additional local factors which you think are relevant.

2.19 National planning guidance requires a stock of sand and gravel reserves equivalent to at least 7 years supply. For sand and gravel the Local Aggregates Assessment (LAA) records that Cambridgeshire and Peterborough, at the end of 2016, had permitted reserves of just under 44 million tonnes. The 10 year rolling average of sales was 2.91 tonnes per annum which, when applied to the reserves, would give a 'landbank' of approximately 15 years. Future supply in allocations made in the adopted plan could provide an estimated further 26 million tonnes. However, whether these allocations can and should be carried forward is a matter on which your views are sought through Part Six of this consultation document.

Part Two: The Core Policies

- 2.20** National planning guidance requires a stock of limestone reserves equivalent to at least 10 years supply. The LAA records only two limestone quarries which are currently active. However, only one of these provides material for aggregate use, but the other has been included to enable the release of some statistics. Bearing this in mind, the permitted reserves for both these quarries at the end of 2016 is 2.83 million tonnes; with the 10 year rolling average of sales being 0.29million tones; giving a stock of permitted reserves which results in a land bank of 9.7 years i.e. less than required.
- 2.21** Limestone in the plan area is limited to a small geographical area to the north west of Peterborough and is a diminishing resource. It was not possible to allocate any limestone sites through the currently adopted Local Plan, and no sites have come forward through its criteria based policy since. Given this, the question is raised as to whether it will be possible to maintain a supply of limestone, in line with national policy, through the plan period. Your views are invited; and we will also take into account any response made to the call for sites in Part Six of this document.

Brick Clay

- 2.22** National planning policy requires that a landbank of brick clay is maintain, in the order of 25 years of supply. There are extensive reserves of brick clay in the plan area, which are close to the Whittlesey brickworks complex. There is a current allocation to ensure the continuity of supply, located in the King's Delph area, which straddles the Peterborough - Cambridgeshire border. It is estimated that this could supply around 500,000 cubic metres of brick clay to the Kings Dyke brickworks for around 20 years, in addition to existing permitted reserves. You views on how to ensure the supply of brick clay are invited.

Other Minerals

- 2.23** Other minerals which occur in the plan area do so to a lesser extent. For example, there are local deposits of high quality chalk used for industrial processes and clay for making handmade tiles i.e. for building restoration. The suggested approach to these minerals is set out in the draft policy below.

Policy 3: Providing for Mineral Extraction

Sand and Gravel, Limestone and Brick Clay

The Mineral Planning Authorities will facilitate a steady and adequate supply of the following minerals over the plan period (2016-2036) (figures to be included at the next consultation stage in early 2019):

	Plan Period 2016-36 (million tonnes)	Annual Average (million tonnes per annum)	Landbank, in years, intended to be maintained at all times
Sand and Gravel	Note: At this Preliminary Plan stage, we are not in a position to publish specific figures. As an indication however, and based on the current ten year rolling averages, it is estimated that 55.29mt of sand and gravel will be required (current permitted reserves are 43.92mt leaving a requirement of 11.37mt) and 5.51mt of limestone (current permitted reserves are 2.83mt leaving a requirement of 2.68mt). How this requirement is met (through existing allocations and/or new sites) will be consulted upon at the Further Draft stage. Further information on brick clay will also be consulted upon at the next stage.		
Limestone			
Brick Clay			

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In principle, permissions will be granted so as to ensure the above provision can be secured.

Mineral Allocation sites to contribute to meeting the above provision are set out on the Policies Map, and site specific policy requirements are set out in Part Six of this Local Plan (Note: such allocations/policies are not included at this Preliminary Plan stage).

Permission for Sand and Gravel, Limestone and Brick Clay will only be granted on:

- a. Mineral Allocation sites as identified on the Policies Map for that purpose, or
- b. non-allocated sites (which includes extensions to existing or allocated sites) if the proposal meets all of the following:
 - i. it does not conflict with the spatial strategy for mineral extraction; and
 - ii. it is required to maintain a steady and adequate supply of minerals in accordance with the above provision rates and / or the maintenance of a landbank; and
 - iii. it is required to meet a proven need for materials with particular specifications that cannot reasonably or would not otherwise be met from committed or allocated reserves; and
 - iv. it will maximise the recovery of the particular reserve whilst minimising waste through operational techniques employed; and
 - v. it promotes the most appropriate end-use of materials.

Other Minerals for Specialist Uses

For other types of minerals not covered by the above, no allocations are made. Any proposals to extract such other minerals will be determined on their merits, including consideration of evidence of a proven need for materials with particular specifications that cannot reasonably or would not otherwise be met from nearby committed or allocated reserves (with 'nearby' potentially including beyond the plan area).

The Spatial Strategy for Waste

2.24 The new Local Plan needs to set out an overarching waste spatial strategy. This is important in order to guide potential allocations to be made in the plan, and it would also help should proposals on non-allocated sites subsequently come forward as planning applications.

2.25 In developing a waste spatial strategy, we think the following are key issues to consider:

- a. the degree of specificity in terms of a spatial strategy, such as focussing facilities only in described and limited geographical areas, or a more spreading of such facilities across the plan area;
- b. the degree to which the plan should make specific allocations for waste management facilities, or broad locations for such facilities, or simply have criteria based (non-site specific) policies. Or perhaps a blend of all three approaches;
- c. if allocations are made, the degree to which flexibility is given in terms of the type of waste management facility which will be permitted on each site;

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- d. the degree to which co-location of facilities is encouraged or insisted upon;
- e. the degree to which facilities are directed to the urban area, or the rural area, or a mix of both;
- f. whether 'employment allocations' (B-Class) as allocated in district Local Plans and/or other land currently under employment use should be generally acceptable for waste management facilities, or not, as a matter of principle. Or should only named employment allocations/existing employment sites be deemed suitable;
- g. the degree to which any new settlements should/must incorporate permanent waste management facilities; and
- h. the degree to which HCV impacts be taken into consideration, and more generally, the degree to which existing infrastructure capacity is used to steer the spatial strategy.

- 2.26** To explain some of the above points in more detail, the current adopted minerals and waste plans seek to establish a network of waste management facilities across the Plan area, and in doing so it includes a large number of allocations, though that strategy is not a particularly 'spatial' one. The current plan is also flexible about the nature of waste management development which could be brought forward on allocated sites. National planning guidance encourages such a flexible approach thereby avoiding a strategy which is too prescriptive and which could stifle waste management development.
- 2.27** The adopted plan provides a mix of allocations but encourages the co-location of facilities, including the establishment of waste management 'eco-parks' in order to capitalise on the synergies between different types of waste management technologies; and to provide an exemplar for such activities.
- 2.28** The adopted plan made sufficient allocations (large and small) in order to meet the level of provision that was identified at that time. However, for example, of the 34 non-landfill allocations only 10 have subsequently come forward and been permitted, whilst proposals have been approved on non-allocated sites. This raises the question of whether the plan should take the same approach again; or whether it should only allocate a few sites (likely strategic sites which are essential to achieving the strategic aims of the plan) and provide a criteria based policy for the consideration of other sites; or allocate no sites at all, and treat each proposal on its merits, using criteria-based policies.
- 2.29** The potential location of any future waste management allocations needs to be considered. Should such development be focused in urban areas (existing and planned); and should waste management development also take place in rural areas? This may be appropriate, for example, where there are synergies with agricultural operations, mineral operations or landfill operations.
- 2.30** Also would it be appropriate to identify existing and allocated general employment land as a suitable location for future waste management development, recognising that waste management development is now often located in buildings and can be indistinguishable from other industrial uses which operate alongside it. If so, this may have to be restricted to only certain types of employment land (eg B2 or B8 locations), or perhaps even to named sites which have been checked as broadly suitable.
- 2.31** Even if this approach is adopted in some form, there is no guarantee waste management facilities will come forward on employment land because of viability or other locational specific reasons, or simply a lack of available land. For example, such a policy is less likely to work in the Cambridge / South Cambridgeshire area, due to the lack of available land at viable prices. Here, specific allocations are likely necessary or a more flexible approach for bringing facilities

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forward on other forms of land, otherwise waste management facilities for the whole plan area may cluster in the lower land value areas of the north and west of the plan area, resulting in insufficient facilities close to the locations where waste is generated (e.g. Cambridge).

- 2.32** The adopted plan also seeks to embed waste management facilities in new settlements. However, there has been only limited success in this area with temporary demolition and construction recycling being present through construction phases, but few permanent waste management facilities being located within new communities. This new plan could be an opportunity to enforce this current strategy more strongly.
- 2.33** The movement of waste can also give rise to amenity issues if HCVs pass through local communities. The Councils have identified HCV routes and consideration could be given as to whether preference should be given to sites which are well related to the HCV routes, in order to minimise impact arising from the transport of waste.
- 2.34** There may also be other issues / options which you think are relevant. Your views on the form of the spatial strategy for waste management development are invited.

Policy 4: The Spatial Strategy for Waste

This policy will be developed for the Further Draft Local Plan consultation stage, taking account of views made at this Preliminary Plan stage on the issues discussed in the supporting paragraphs above, as well as the findings of the Waste Needs Assessment.

Providing for Waste Management

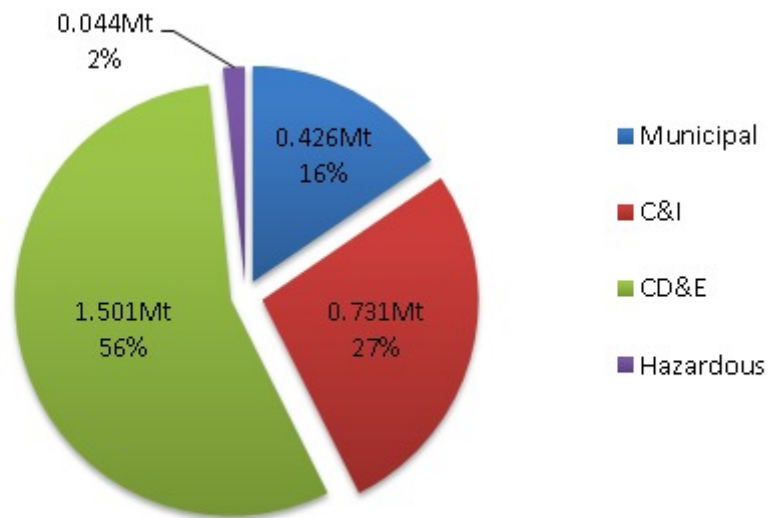
- 2.35** Most forms of development and activities create waste. In planning for sustainable communities it is important to ensure that these wastes are managed appropriately in order to avoid harm to human health and the environment and maximise resource recovery.

Waste Arising in Cambridgeshire and Peterborough

- 2.36** It is estimated that in 2016, waste arisings within the Plan area totalled around 2.702 million tonnes per annum (Mtpa) of various types of waste including municipal, commercial & industrial (C&I), construction, demolition & excavation (CD&E) and hazardous wastes (see figure below). The majority of this waste was recycled or otherwise recovered with disposal to landfill (non-hazardous and inert) accounting for around a third.
- 2.37** Of the total arisings, around half a million tonnes was exported to other authorities for management with less than a tenth disposed of to landfill (non-hazardous and inert). Waste forecasts indicate that waste arisings from within the Plan area could increase to 3.133Mtpa by the end of the plan period (2036). Low-level radioactive waste (LLW) from the nuclear industry is not produced from within the Plan area however a very small amount of LLW is produced from the non-nuclear industry.

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Figure 1: Waste arisings for the Plan area (Cambridgeshire and Peterborough) 2016



- 2.38** Waste is also imported into the Plan area from other authority areas. In 2016 imports significantly outweighed exports (almost fourfold), with over half of waste imported from other authorities disposed of in landfill (non-hazardous and inert). This indicates that overall the Plan area is a net importer of waste. It also demonstrates that landfill void space within the Plan area serves a wider area and is therefore subject to external pressures.
- 2.39** Waste movements occur as a result of commercial, contractual and operational arrangements as well as geographical convenience. There is a national policy direction for WPAs to increase their waste management capacity to the extent of meeting the needs of their area (i.e. moving towards net self-sufficiency). As such cross-border movements should reduce in the future although some movements will still occur. This is because it is not possible for all waste to be managed within the boundary of the WPA from which it arises due to economies of scale and operational requirements.
- 2.40** In providing for waste management facilities the intention is to set out the identified needs of the Plan area in relation to waste management capacity in order to achieve net self-sufficiency whilst driving waste up the waste hierarchy. The present intent is for such need to be identified for the whole Plan area (i.e. not include a Cambridgeshire-Peterborough split). If the MWLP did drill-down to this level there may be a need to include some mechanism to address how waste management capacity is distributed across the Plan area.

Duty to Co-operate and Waste Management (DtC)

- 2.41** Under the Localism Act 2011 and national planning policy, the Council's have a DtC. This duty requires cooperation between local planning authorities and other public bodies to maximise the effectiveness of policies for strategic matters in local plans, including waste management. When the local plan is examined by an independent inspector their role will be to assess whether the plan has been prepared in accordance with the DtC, legal and procedural requirements, and whether it is sound.
- 2.42** National policy requires the Plan to consider the need for additional waste management capacity of more than local significance. The adopted London Plan identifies household and commercial & industrial waste to be exported, and the East of England is specifically listed as the main destination for this waste partly owing to its proximity. Whilst some of London's waste is received at waste treatment facilities within the Plan area, at present the majority is disposed

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to non-hazardous landfill which is the matter with which the Plan is most concerned given the limited void space and pressures on such capacity.

- 2.43** The adopted London Plan sees household and commercial & industrial waste exports to the East of England reducing from 1.95 million tonnes in 2016, to 1.19 million tonnes by 2021, and ceasing completely in 2026. However, whilst London is moving towards net self-sufficiency in this respect, if the provisions of the adopted London Plan are not taken into account then the DtC would not have been met; and this local plan will most likely be found to be unsound. Thus it is being suggested that some provision for the landfill of some of London's household and commercial & industrial waste be made in the early plan period; albeit that in practice this may be waste which is displaced from other counties in the East of England which are closer to London and which may be the actual destination for London's residual waste.
- 2.44** Whether the Plan should make provision for the management of other areas wastes, in addition to London's waste and by accepting that waste movements will continue to occur in line with contractual and operational arrangements, is a key matter for consideration at this stage and your views are welcome on these points.

Waste Management Capacity

- 2.45** The Plan area benefits from an existing network of waste management facilities with this management capacity significantly contributing towards the identified need. The difference between the existing capacity and identified need is referred to as the capacity gap, or future need. Overall, the Plan area is quite well placed in terms of moving towards achieving net self-sufficiency. At the mid-point of the plan period there is a need for additional non-hazardous recovery (treatment) capacity. There is also a potential need at the mid-point of the plan period for hazardous waste management capacity (see the Waste Needs Assessment May 2018), however these wastes tend to be generated in lower quantities and are managed at a wider scale to account for economies of scale and operational requirements. We are continuing to investigate this matter, with our neighbouring authorities, with a view to providing greater clarity on approach to hazardous waste by the Further Draft stage. However, your views on hazardous waste needs and capacity would be welcome.
- 2.46** The existing non-hazardous landfill void space is sufficient to accommodate the Plan areas disposal needs over the plan period with a (very small) surplus potentially to accommodate some of London's non-apportioned household and commercial & industrial waste. Although disposal is the least desirable option there is likely to be an ongoing need for such facilities (e.g. disposal of residues from treatment processes that cannot otherwise be recovered) and so it is one that must be provided for, either within the Plan area or at a wider scale. Close monitoring of this situation will be key in determining timing and quantum of future need.
- 2.47** There is sufficient inert landfill and recovery void space to accommodate most of the Plan area's needs over the plan period. In addition, some committed and allocated mineral extraction sites are likely to require inert fill to achieve restoration outcomes and so this will create more inert landfill/recovery void space. As such it does not appear that any additional inert landfill or recovery void space is needed over the plan period (not associated with restoration of permitted mineral extraction sites).
- 2.48** Another key matter for consideration at this stage is how the future need, which can not be accommodated by existing capacity, is addressed through the plan. This could be through identifying site-specific allocations, areas of search and/or criteria based policies. Given that the future need within the whole Plan area is comparatively low and not immediate it may be prudent to take a more flexible approach to allow for emerging technologies to come forward and for changes in industry investment options/market drivers. This may mean identifying broad areas of focus or industrial area and other suitable locations (rather than specific sites) in order to allow for a wider scope of options over the plan period.

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- 2.49** It is also important for the Plan to drive the development of a network of facilities with the aim of communities and businesses being more engaged with, and taking more responsibility for, their own waste. Government policy focuses the proximity principle more towards the disposal of waste and recovery of mixed municipal waste. For these, and other waste types, the intention is for the Plan to include the preference for waste development to support sustainable waste management principles, including the proximity principle. This also links through to supporting sustainable transport movements.
- 2.50** The Waste Needs Assessment (WNA) (February 2018) details the current estimated waste arisings, waste forecasts, existing capacity and other information from which the indicative capacity needs over the plan period were determined. The WNA is being consulted on alongside this Preliminary Plan, we welcome your views on the methodology applied.
- 2.51** The proposed policy is broadly an amalgamation of elements of the following adopted policies:
- CS14 The Scale of Waste Management Provision
 - CS15 The Location of Future Waste Management Facilities
 - CS16 Household Recycling Centres (if necessary)
 - CS18 Waste Management Proposals Outside Allocated Areas
 - CS19 The Location of Hazardous Waste Facilities – Resource Recovery and Landfill
 - CS20 Inert Landfill
 - CS21 Non-hazardous Landfill
 - CS29 The Need for Waste Management Development and the Movement of Waste

Policy 5: Providing for Waste Management

The Waste Planning Authorities will seek to achieve net self-sufficiency in relation to the management of wastes arising from within the whole of the Plan area. In addition support will also be given to the provision of additional waste management capacity of more than local significance, specifically regarding London's non-apportioned household and commercial & industrial waste for export as identified in the MWLP, in line with the London Plan.

Proposals for waste development that facilitate delivery of the indicative capacity needs, as set out below, over the plan period will be supported where in compliance with relevant MWLP policies.

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			Indicative total waste management capacity needs				
			2016	2021	2026	2031	2036
Non-hazardous waste management – Recovery (million tonnes per annum)							
Preparing for re-use and recycling	Materials recycling (Mixed - Municipal, C&I)	Forecast arisings	0.582	0.634	0.685	0.732	0.776
		Existing capacity	0.832	0.939	0.939	0.939	0.939
		Capacity gap	+0.250	+0.305	+0.254	+0.207	+0.163
	Composting (Mixed - Municipal, C&I)	Forecast arisings	0.171	0.181	0.199	0.213	0.223
		Existing capacity	0.332	0.407	0.407	0.407	0.407
		Capacity gap	+0.161	+0.226	+0.208	+0.194	+0.184
	Inert recycling (CD&E)	Forecast arisings	0.106	0.108	0.110	0.110	0.110
		Existing capacity	0.885	1.096	1.061	1.061	1.061
		Capacity gap	+0.779	+0.988	+0.951	+0.951	+0.951
Other recovery	Treatment and energy recovery processes (Mixed - Municipal, C&I)	Forecast arisings	0.204	0.285	0.377	0.460	0.489
		Existing capacity	0.262	0.355	0.362	0.362	0.362
		Capacity gap	+0.058	+0.070	-0.015	-0.098	-0.127
	Soil treatment (CD&E)	Forecast arisings	0.071	0.073	0.074	0.075	0.075
		Existing capacity	0.103	0.204	0.204	0.204	0.204
		Capacity gap	+0.032	+0.131	+0.130	+0.130	+0.130

Part Two: The Core Policies

		Indicative total waste management annual capacity needs					Total need (2016 - 2036)	Remaining void space (at 2016)	Balance
		2016	2021	2026	2031	2036			
Non-hazardous waste management - Deposit to land and disposal (million tonnes)									
Other recovery	Inert recovery (fill)* (CD&E)	0.725	0.735	0.740	0.742	0.747	15.499	0.657	-14.842
Disposal	Inert landfill* (CD&E)	0.207	0.209	0.209	0.209	0.211	4.388	15.401	11.013
	Non-hazardous landfill (Mixed - Municipal, C&I)	0.592	0.543	0.485	0.430	0.439	10.350	11.246	0.896

*Inert recovery and landfill have a total indicative need of 19.887Mt over the plan period, with estimated remaining void space of 16.057Mt (around 80% of which is associated with restoration of mineral extraction sites), leaving a deficit of 3.830Mt. This deficit is able to be accommodated however through void space created from mineral extraction operations currently permitted over the plan period.

Where an indicative total waste management capacity need is identified, it will be delivered through existing commitments, then extensions to existing commitments and/or new facilities in line with the spatial strategy for waste development and other relevant MWLP policies.

The development of any new facilities should be focussed at existing commitments or sites/locations allocated/designated for such use, as set out in Part Six of this Local Plan and identified on the Policies Map.

Waste Management Facilities on Non-Allocated Sites

2.52 In addition to the allocated sites, planning applications for waste development may come forward on sites that have not been identified in this Plan. Where this occurs, applicants should demonstrate that their proposals will neither undermine the waste planning strategy nor prejudice movement up the waste hierarchy.

2.53 This proposed policy is influenced by Policy CS18 in the adopted plan.

Policy 6: Waste Management Facilities on Non-Allocated Sites

Proposals for waste management facilities on land not specifically allocated for such purposes will be supported, in principle, where it is consistent with the principles established in Policies 1, 4 and 5 and meets (a), (b) and (c) below:

- The Proposal will demonstrably contribute towards sustainable waste management, by moving waste up the waste hierarchy.

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- b. The proposal meets at least one of the following:
 - i. It is ancillary to and compatible with both the main use of the site and its surrounding neighbourhood; or
 - ii. If it is not ancillary development, the proposal must demonstrate the quantitative and market need/demand for the development.

- c. The proposal meets at least one of the following:
 - i. it is in a suitable location within the urban footprint of a settlement (defined by a 'settlement boundary' or similar, should it exist in the development plan for that location); or
 - ii. it is located on a farm holding, and the proposal is to facilitate agricultural waste recycling or recovery generated by that farm holding; or
 - iii. it is located on a medical or research site, and the proposal is to facilitate the suitable management of waste generated by that site; or
 - iv. it is located on a site allocated for, or in current use as, industrial land (B2 or B8 uses); or
 - v. it is located on a site which generates waste, and such waste is able to be managed on-site; or
 - vi. is co-located with an existing complementary activity, such as an existing waste management site.

Part Three: Minerals Development Specific Policy

Introduction to Allocations, Safeguarding and Consultation Areas

- 3.1** The adopted Minerals and Waste Local Plan has a number of consultation and safeguarding areas identified, as well as 'Transport Zones'. For example, Mineral Consultation Areas (MCAs) have been defined as a buffer (typically 250 metres) around the edge of all existing sites and associated permitted reserves, unimplemented permitted reserves and site specific allocations. Similarly, Waste Consultation Areas (WCAs) currently normally cover and extend for 250 metres beyond each key waste management site, and Transport Safeguarding Areas (TSA) are defined to cover and extend 250 metres beyond an designated Transport Zone boundary. Waste Water Treatment Works⁽³⁾ (WWTW) Safeguarding Areas are currently slightly bigger, extending to around 400m beyond the WWTW boundary. Mineral Safeguarding Areas (MSAs) are slightly different again, and are not necessarily linked to a specific allocation or operational site, but are areas with minerals resources of local and national importance.
- 3.2** In all of these cases, the broad purpose is to ensure new development in, or near to, an important site (existing or proposed) or reserve does not prejudice the ongoing or potential operation of that site, sterilize a reserve and/or does not result in amenity issues for occupiers of the new development.
- 3.3** Whilst, in principle, it is proposed that the various Consultation / Safeguarding Areas are retained in the new Minerals and Waste Local Plan (MWLP), we are proposing (subject to your views) the following slightly different approach:
- a. introducing a single policy for each applicable matter, namely, one each for Minerals, Waste, Water Recycling and Transport.
 - b. within that single policy it will refer to 'Allocation Areas' and 'Consultation Areas'. The meaning of 'Allocation Area' will cover existing operations, sites with planning permission and new allocations i.e. even existing operations will be 'allocated' for that use. The 'Consultation Area' is then around the 'Allocation Area' in each case.
 - c. the term 'Safeguarding Area' will be dropped, except for MSAs. The term is currently used on a confusing and inconsistent basis in the current adopted Plan, sometimes referring to a specific facility, sometimes land around a facility, and different again when relating to minerals.
 - d. MSAs will continue as per the current adopted Plan, which is in line with national understanding of what a Mineral Safeguarding Area is, i.e. known locations of specific mineral resources of local and/or national importance, but not necessarily connected in any way to an allocation, nor to any expectation the mineral will be worked from such areas.
 - e. MCAs, as identified in the adopted Plan, relate to existing operations, sites with planning permission and allocated sites ('Allocation Areas'). The NPPF however refers to MCAs in the context of MSAs only. For the purposes of this Plan therefore, MCAs (as per the NPPF) will be deemed to be coterminous with MSAs and will not relate to 'Allocation Areas'. In respect of minerals, the corresponding 'Consultation Areas' will be called 'Mineral Allocation Consultation Areas' (MACAs).
 - f. The term 'Transport Zone' will be dropped, to be replaced by the above terminology (i.e. Transport Infrastructure Allocation Area and Transport Infrastructure Consultation Area).

3 The term Waste Water Treatment Works (used in the current adopted Plan) has been superseded by the term Water Recycling Centre (WRC)

Part Three: Minerals Development Specific Policy

- g. We will likely retain the same standard 250m/400m extent of buffer Consultation Areas around the (now termed) Allocation Areas, unless you have views as to why those distances are no longer suitable.
- h. As at present, only facilities or reserves which make a significant contribution to minerals or waste management in the plan area will have an Allocation or Consultation Area ascribed.
- i. As well as renaming them, we will review, on a proportionate and evidence led basis, all presently identified boundaries of safeguarding / consultation / transport zone areas to determine whether any should be amended or deleted, or whether new Allocation/Consultation Areas should be identified. However, the presumption will be to retain all Areas unless evidence presents itself to the contrary.

3.4 Your views on the above principles, and on the boundaries of any specific existing Safeguarding/Consultation Areas would be most welcome.

3.5 The Minerals related policy is below, whilst similar policies for Waste, Waste Water and Transport Infrastructure can be found later in the plan.

Mineral Allocation Areas (MAAs), Mineral Allocation Consultation Areas (MACAs) and Mineral Safeguarding Areas (MSAs)

3.6 Mineral Allocation Areas (MAAs) are specific sites identified on the Policies Map. They include existing operational sites, consented sites and land not yet consented but allocated in this plan for future extraction of minerals.

3.7 They also will include for the first time existing, planned and potential sites for:

- a. concrete batching, the manufacture of other coated materials, other concrete products; and
- b. the handling, processing and distribution of substitute, recycled and secondary aggregate material.

3.8 If you have any sites (both existing sites which you think you should be safeguarded and candidate new sites) which currently or will make a significant contribution to either category, and which you therefore think should be allocated on the policies map, please let us know.

3.9 Policy 3 sets the policy framework for MAAs.

3.10 MACAs are a buffer (currently typically 250 metres) around the edge of MAAs. In defining MACAs, each site is considered individually, and if circumstances suggest the 250 metre 'buffer' from the edge of any site should be varied (e.g. due to mitigation proposals) then this is taken into account.

3.11 MSAs are not linked to either MAAs or MACAs. They are identified in order that known locations of specific mineral resources of local and/or national importance are not needlessly sterilised by non-mineral development. The purpose of MSAs is to make sure that mineral resources are adequately taken into account in all land use planning decisions. They do not automatically preclude other forms of development taking place, but flag up the presence of important mineral so that it is considered, and not unknowingly or needlessly sterilised.

3.12 Extensive MSAs are already identified on the Policies Map. It is proposed to retain all such areas, unless evidence arises to delete, amend or add a new MSA. This matter will also be

Part Three: Minerals Development Specific Policy

considered in the light of the Methodology for Identifying MSAs (May 2018) which is available as a separate document for comment. Your views on this methodology, and any existing or new MSAs are welcome.

- 3.13** The proposed policy below is a substitute for policies CS26 and CS27 in the adopted plan, though in broad terms it generally contains similar criteria.

Policy 7: Mineral Allocation Areas, Mineral Allocation Consultation Areas and Mineral Safeguarding Areas

Mineral Allocation Areas (MAAs) are defined on the Policies Map. Within a MAA, only development for which it is allocated for (including, where relevant, its restoration) will be permitted.

Mineral Allocation Consultation Areas (MACAs) are identified on the Policies Map, as a buffer around MAAs. The Mineral Planning Authority must be consulted on all planning applications within MACAs except:

- a. householder applications (minor development works relating to existing property); and
- b. advertisements.

Development within a MACA will only be permitted where it is demonstrated that the development will:

- c. not prejudice the existing or future use of the MAA for which the MCA has been designated; and
- d. not result in unacceptable amenity issues for the occupiers or users of such new development, due to the ongoing or future use of the MAA.

Mineral Safeguarding Areas (MSAs) are identified on the Policies Map for mineral resources of local and/or national importance. The Mineral Planning Authority must be consulted on all development proposals in these areas except:

- e. development which is consistent with an allocation in an adopted Local Plan; and
- f. minor householder development within the immediate curtilage of an existing residential building; and
- g. demolition or replacement of residential buildings; and
- h. temporary structures; and
- i. advertisements; and
- j. listed building consent; and
- k. works to trees or removal of hedgerows.

Part Three: Minerals Development Specific Policy

Development within MSAs which is not covered by the above exceptions will only be permitted where it has been demonstrated that:

- l. the mineral can be extracted where practicable prior to development taking place; or
- m. the mineral concerned is demonstrated to not be of current or future value; or
- n. the development will not prejudice future extraction of the mineral; or
- o. there is an overriding need for the development (where prior extraction is not feasible).

Borrowpits

- 3.14** In construction and civil engineering, a borrowpit is an area where material (usually soil, gravel and/or sand) has been dug for use at another location nearby. Borrowpits can be found close to many major construction projects.
- 3.15** This proposed policy is generally a carry over and merge of policies CS11 Sand and Gravel Borrowpits and CS12 Engineering Clay. The borrowpit policy in the current adopted plan also addressed the need for borrowpits for the A14 upgrade. Although the borrowpits required have planning permission under the development consent order for the A14 upgrade, it is expected that other infrastructure schemes could come forward over the plan period, thereby necessitating the retention of a similar policy.

Policy 8: Borrowpits

Mineral extraction from a borrowpit will only be considered where all of the following are met:

- a. There is a demonstrated need for the mineral to be extracted from the borrowpit; and
- b. It will serve a named project only, and it is well related geographically* to that project; and
- c. The site will be restored within the same timescale as the project to which it relates; and
- d. Material will not be imported to the borrowpit other than from the project itself, unless such material is required to achieve beneficial restoration; and
- e. The quantity of material and timescale for extraction from the borrowpit will not significantly harm existing operational quarries and local markets.

Part Three: Minerals Development Specific Policy

*in order to pass the 'well related geographically' test, the borrowpit must be significantly geographically better located, when taken as a whole, compared with all other relevant allocated or existing operational sites from which the mineral could otherwise be drawn. Factors taken into account to determine this will include, but not necessarily exhausted by, the following: lorry distance travelled and the associated carbon emission of such travel; amenity impact of lorries on local communities; and impact of lorries on the highway network more generally, such as increasing/decreasing congestion or safety. A borrowpit simply being physically nearer the named project, compared with an existing operational or allocated site, will not in itself pass the test.

Recycled and Secondary Aggregates

- 3.16** The processing of secondary and recycled aggregates (including inert recycling) represents a potentially major source of materials for construction, helping to conserve primary materials and minimising waste. Sites for the handling, storage and processing of recycled and secondary aggregates (including recycled inert waste) are therefore required to ensure provision of 'alternative materials'.
- 3.17** This proposed policy replaces policy CS7 in the adopted plan. It carries forward the reference to the priority of recycled and secondary aggregate over landwon aggregate. The current policy CS7 includes reference to Block Fen / Langwood Fen. The continued allocation of that site (or not) will be a matter considered as part of the preparation of the Further Draft Local Plan.

Policy 9: Recycled and Secondary Aggregates

In principle, the authorities will support proposals which assist in the production and supply of recycled / secondary aggregates, particularly where it would assist in reducing the use of land won aggregates.

Specific sites or areas to facilitate a network of permanent and long term temporary recycling facilities across the plan area are identified in the site allocations part of this Local Plan (please note that such facilities will be identified in the Further Draft Local Plan).

Proposals outside of the identified areas, for shorter term temporary recycling facilities, are likely to be suitable on:

- a. Operational, committed and allocated mineral sites; and
- b. strategic development sites (during the construction phase).

Reservoirs and Other Incidental Mineral Extraction

- 3.18** Reservoirs and other other forms of development can also give rise to incidental mineral extraction. In these cases the MPAs will be the determining authority for a planning application if the proposal involves taking the extracted mineral off site. Applicants will be required to provide a sound justification for the proposal. When determining any of the above proposals the MPAs will be concerned to ensure that the mineral extracted is used in a sustainable manner. In the case of sand and gravel, for example, this could be achieved by processing the mineral on site or exporting it to a nearby processing plant. Clay, if extracted, could be used for nearby engineering projects

Part Three: Minerals Development Specific Policy

- 3.19** This proposed policy is generally a carry over of adopted policy CS42 Agricultural Reservoirs, Potable Water Reservoirs and Incidental Mineral Extraction with only minor rewording.

Policy 10: Reservoirs and Other Incidental Mineral Extraction

Proposals for new or extensions to existing reservoirs, or other development involving the incidental extraction and off site removal of mineral (such as lakes, boating marinas or, commercial fish ponds), will only be permitted where it can be demonstrated that:

- a. there is a proven need for the proposal; and
- b. any mineral extracted will be used in a sustainable manner; and
- c. where the proposal relates to a reservoir, the design minimises its surface area by maximising its depth; and
- d. the minimum amount of mineral is to be extracted consistent with the purpose of the development; and
- e. the phasing and duration of development adequately reflects the importance of the early delivery of water resources or other approved development

Part Four: Waste Management Specific Policies

Waste Allocation Areas (WAAs) and Waste Allocation Consultation Areas (WACAs)

- 4.1** Waste Allocation Areas (WAAs) are specific sites identified on the Policies Map for waste management facilities. It includes existing operational sites (which make a significant contribution to managing any waste stream), committed sites and land not yet with planning permission but identified in the plan for future waste management purposes. Policy 5 sets the policy framework for WAAs.
- 4.2** Waste Allocation Consultation Areas (WACAs) are designated around WAAs to ensure that such sites are protected from development that would prejudice a waste management use or that would be adversely affected by such a use (for example residential development being located close to a waste site and suffering amenity issues).
- 4.3** In line with current policy, it is proposed that WACAs normally extend for 250 metres beyond the WAA. Each site is considered individually, and if circumstances suggest that the 250 metre WACA buffer from the edge of the site should be varied e.g. due to mitigation measures, then this will be taken into account. The WACA is designed to alert prospective developers (and decision takers) to the WAA to ensure adjacent new development is an appropriate neighbouring use. New neighbouring development can impact on waste management sites and make it problematical for them to continue to deliver their important function.
- 4.4** Your views on any existing or the need for new WACAs are welcome.
- 4.5** The proposed policy below is a substitute for Policy CS30 in the adopted plan, though in broad terms it generally contains similar criteria.

Policy 11: Waste Allocation Areas and Waste Allocation Consultation Areas

Waste Allocation Areas (WAAs) are defined on the Policies Map. Within a WAA, development for which it is not allocated for will not be permitted, other than for ancillary development meeting Policy 6.

Waste Allocation Consultation Areas (WACAs) are identified on the Policies Map, as a buffer around WAAs. The Waste Planning Authority must be consulted on all planning applications within WACAs except:

- a. householder applications (minor development works relating to existing property); and
- b. advertisements.

Development within a WACA will only be permitted where it is demonstrated that the development will:

- c. Not prejudice the existing or future use of the WAA for which the WACA has been designated; and
- d. Not result in unacceptable amenity issues for the occupiers or users of such new development, due to the ongoing or future use of the WAA.

Part Four: Waste Management Specific Policies

In instances where a waste management facility of significance is approved on a non-allocated site, and such a facility will make a significant contribution to managing any waste stream, then the policy principle of a WACA 250m around such a facility is deemed to automatically apply, despite such a WACA for it not being identified on the Policies Map.

Water Recycling Allocation Areas (WRAAs) and Water Recycling Consultation Areas (WRCAs)

- 4.6** It is essential that adequate sewage and waste water infrastructure is in place prior to development taking place in order to avoid unacceptable impacts on the environment, such as sewage flooding residential or commercial properties, or the pollution of land and watercourses. It is also important that the operation of existing facilities can be maintained. As such, all existing Water Recycling Centres (WRCs) with a capacity exceeding 2,000 population equivalent are proposed to be given a Water Recycling Allocation Area (WRAA) in this plan. Any new centres which are allocated in this plan will similarly get such status.
- 4.7** In order to ensure that dwellings, offices and other development, the future occupants of which are likely to be sensitive to odours, are not developed in locations which could be affected by odour nuisance, and to ensure that existing water recycling plants can continue to fully function, Water Recycling Consultation Areas (WRCA) (currently referred to as Safeguarding Areas in the adopted plan) around all WRAAs will continue to apply, in line with existing policy.
- 4.8** The WRCA extends to 400 metres around the boundary of a site. Within these areas there will be a presumption against allowing any new development which is potentially odour sensitive. Odour sensitive development includes buildings normally occupied by people and would include houses, offices, industrial units, sport and recreational buildings.
- 4.9** This policy is generally a carry over of adopted policy CS17 Waste Water Treatment Works and Policy CS31 Waste Water Treatment Safeguarding Areas. The adopted policies makes reference to a new Water Recycling Centre north of Ely. Whether that allocation is carried forward into this new plan will be a matter consulted upon at the Further Draft stage (though comments on this site and on the inclusion of other potential sites would be welcome at this stage).
- 4.10** Cambridge City Council and South Cambridgeshire District Council are preparing an Area Action Plan for the Cambridge Northern Fringe East, which will provide a more detailed policy framework for development in this area. Various policy options are being considered, one of which includes the potential relocation of the Cambridge Water Recycling Centre.
- 4.11** In the event that the relocation of the Cambridge Water Recycling Centre is pursued the adopted Cambridgeshire and Peterborough Minerals and Waste Development Plan provides the statutory local waste policy framework under which any proposals would be considered.

Part Four: Waste Management Specific Policies

Policy 12: Water Recycling Allocation Areas and Water Recycling Consultation Areas

Water Recycling Centres (WRCs) are essential infrastructure, and those of significance are allocated on the Policies Map as Water Recycling Allocation Areas (WRAAs).

New water recycling capacity, whether on WRAAs or elsewhere, including the improvement or extension to existing works, will be supported in principle, particularly where it is required to meet wider growth proposals identified in the Development Plan. Proposals for such development must demonstrate that:

- a. there is a suitable water course to accept discharged treated water and there would be no unacceptable increase in the risk of flooding to others; and
- b. there is a ready access to the sewer infrastructure or area to be served; and
- c. if a new site or an extension to an existing site is less than 400 metres from existing buildings normally occupied by people, an odour assessment demonstrating that the proposal is acceptable will be required, together with appropriate mitigation measures; and
- d. adequate mitigation measures will address any unacceptable adverse environmental and amenity issues raised by the proposal, which may include the enclosure of odorous processes.

Water Recycling Consultation Areas (WRCA) are identified on the Policies Map around Water Recycling Allocation sites (a 400m buffer) to prevent the encroachment of sensitive development which would give rise to future amenity issues and impose additional constraints on the operation of the allocated site.

The Waste Planning Authority must be consulted on any planning proposal within a WRCA except:

- e. householder applications (minor development works relating to existing property); and
- f. advertisements.

Within the WRCA there is a presumption against allowing development which would:

- g. be buildings regularly occupied by people; or
- h. be land which is set aside for regular community use (such as open space facilities designed to attract recreational users, but excluding, for example, habitat creation which is not designed to attract recreational users).

Where such development is proposed within a WRCA the application must be accompanied by an odour assessment report. The assessment must consider existing odour emissions of the WRC at different times of the year and in a range of different weather conditions. Planning permission will only be granted when it has been demonstrated that the proposed development would not be adversely affected by the continued operation (or future planned operation) of the WRC.

Part Four: Waste Management Specific Policies

Where small scale WRCs exist, but are not designated as a WRAA on the policies map, then a proportionate application of the principles in this policy will apply.

Landfill and Land Raising

4.12 This proposed policy covers a variety of matters relating to landfill and land raising, and broadly incorporates the elements from the following adopted policies:

- CS19 The Location of Hazardous Waste Facilities - Resource Recovery and Landfill (the landfill element)
- CS20 Inert Landfill
- CS21 Non-hazardous Landfill
- CS45 Landraising

Policy 13: Landfill and Land Raising

Inert Waste

Proposals for the deposit of inert waste to land will only be permitted where required to fulfil a restoration scheme at a mineral extraction site.

Stable Non-Reactive Hazardous Waste

Proposals for the disposal of Stable Non-Reactive Hazardous Waste for landfill will only be permitted at those sites identified as such on the Policies Map.

Non-Hazardous Waste

Proposals for non-hazardous waste for landfill on non-allocated sites will not normally be permitted unless:

- a. supplementary landfill engineering is required for reasons of stability or to address existing / potential pollution risk; or
- b. complementary landfill is required to maintain the long term viability of a Stable Non-Reactive Hazardous Waste facility.

Hazardous Waste

Note at this Preliminary Plan Stage the authorities are currently assessing the need (or not) for facilities to deal with hazardous waste. A draft policy position will be set out by the time of the Further Draft Local Plan consultation stage.

Landraising

Landraising will only be permitted in exceptional circumstances where there is a need for a waste disposal facility to accommodate waste arising that cannot be accommodated by any other means or where it forms an essential part of an agreed site restoration scheme.

Part Four: Waste Management Specific Policies

Radioactive and Nuclear Waste

- 4.13** The relatively soft, sedimentary nature of the geology of the Plan area is not considered suitable to allow the construction of appropriate structures for the long term storage and disposal of intermediate and higher activity radioactive wastes.
- 4.14** Controlled disposal of low level radioactive waste takes place at authorised landfill sites where limitations are placed on the type of container, the maximum activity per waste container, and the depth of burial below earth or ordinary waste. Limited disposal also takes place at Addenbrookes hospital via incineration.
- 4.15** This proposed policy is a combination of adopted policies CS43 Nuclear Waste and CS44 Low Level Radioactive Waste.

Policy 14: Radioactive and Nuclear Waste

Whilst no sites are intended at this stage to be identified for such use in this Local Plan, where there is a demonstrated need for low level radioactive waste management facilities, such proposals will be considered on their merits, including demonstration that it represents the most appropriate management option.

Proposals for the treatment, storage or disposal of intermediate or higher activity radioactive and nuclear waste will not be permitted.

Landfill Mining and Reclamation

- 4.16** This proposed policy is generally a carry over of adopted policy CS46 Mining of Landfill Waste but now includes reference to reclamation. It may be viable and beneficial to allow for the reclamation of such sites to enable re-use of land. However, excavating a landfill site close to residential properties may not be acceptable due to amenity issues.

Policy 15: Landfill Mining and Reclamation

The mining or excavation of landfill waste will only be supported where it can be demonstrated that:

- a. without the excavation of waste, the site is posing an unacceptable risk to human health, safety or to the environment; or
- b. removal is required to facilitate other development, provided such other development is in the public interest and the removal would not significantly adversely harm the amenities, temporarily or permanently, of nearby residents or other neighbours.

Part Four: Waste Management Specific Policies

It must be demonstrated that any waste can be handled without posing additional risk to human health, safety or to the environment.

Waste Management Needs arising from Residential and Commercial Development

- 4.17** The councils will endeavour to ensure that the implications for waste management arising directly from non minerals and waste management development are adequately and appropriately addressed.
- 4.18** This approach is currently taken forward through the Cambridgeshire and Peterborough Waste Partnership (RECAP), and is reflected in the adopted RECAP Waste Management Design Guide Supplementary Planning Document (SPD) (2012). This Guide sets out practical information on the provision of waste storage, waste collection and recycling in residential and commercial developments. It also includes a Toolkit which developers of such proposals are required to complete and submit as part of their planning application. This enables the developer and planners to assess compliance with the SPD; and also to consider what, if any, developer contributions may be required for the provision of bring sites and / or contribution to the Household Recycling Centre service.
- 4.19** In Cambridgeshire the RECAP Guide serves a valuable purpose, and therefore it is proposed that key elements of the Guide, including the Toolkit, will be retained and set out in an Appendix.
- 4.20** In Peterborough separate guidance is now in place, so the following proposed policy will not apply to such development in this area.
- 4.21** Your views on the proposed approach and policy are welcomed. The policy below draws partly on the approach of current policies:
- CS16 Household Recycling Centres
 - CS28 Waste Minimisation, Re-use, and Resource Recovery

Policy 16: Waste Management Needs arising from Residential and Commercial Development

In Cambridgeshire residential and commercial planning applications must be accompanied by a completed RECAP Waste Management Guide Toolkit, consistent with the guidance set out in Appendix X (this will be available for consultation at the Further Draft consultation stage).

Where appropriate, and as determined through an assessment of the RECAP Toolkit submission, such new development will contribute to the provision of bring sites and / or the Household Recycling Centre service.

Part Five: Policies for Minerals and Waste Management Proposals

Transport Infrastructure Allocation Areas (TIAAs) and Transport Infrastructure Consultation Areas (TICAs)

- 5.1** Transport Infrastructure Allocation Areas (TIAAs) (currently known as Transport Zones in the adopted plan) will continue to be defined for existing / planned areas where sustainable transport of minerals and / or waste management is, or will be, taking place. This may include railheads, wharves and ancillary facilities.
- 5.2** Transport Infrastructure Consultation Areas (TICAs) (currently known as Safeguarding Areas in the adopted plan) will, it is proposed, continue to be defined to cover and extend 250 metres beyond the TIAA boundary. Within a TICA, the Mineral Planning Authority (MPA) / Waste Planning Authority (WPA) must be consulted on all planning applications with the exception of minor householder applications or advertisement proposals. This is because proposed development in, on the edge of, or in close proximity to a transport facility can prejudice existing or future transport operations.
- 5.3** The following proposed policy also provides, in principle, support for new proposals which contribute to the sustainable transport of materials.
- 5.4** This proposed policy is generally a carry over of adopted policy CS23 Sustainable Transport of Minerals and Waste, though it presently omits reference to Chesterton Sidings, which may or may not be re-included in the Plan following consultation and consideration of all site allocations.
- 5.5** Please also see Policy 25 for wider transport and highway related policy requirements relating to matters such as traffic, highways, Heavy Commercial Vehicles (HCVs) and Public Rights of Way.

Policy 17: Transport Infrastructure Allocation Areas (TIAAs) and Transport Infrastructure Consultation Areas (TICAs)

Certain types of transport infrastructure are essential in order to help facilitate more sustainable transportation of minerals and waste. Those of significance (including future proposals) are allocated on the Policies Map as Transport Infrastructure Allocation Areas (TIAAs). Development which would result in the loss of or reduced capacity of such an Allocation will not be permitted unless it can be demonstrated that either:

- a. the loss or reduced capacity will have no impact on the ability of minerals or waste to be transported by sustainable means, both now and for accommodating future planned growth; or
- b. alternative, suitable and sufficient capacity is to be developed elsewhere (and in which case is likely to be required to be implemented before the loss or reduced capacity has occurred).

New relevant transport infrastructure capacity (such as wharves, railheads, conveyor, pipeline and other forms of sustainable transport), whether on TIAAs or elsewhere, including the improvement or extension to existing sites, will be supported in principle, particularly where it is required to meet wider growth proposals identified in a Development Plan.

Part Five: Policies for Minerals and Waste Management Proposals

Transport Infrastructure Consultation Areas (TICA) are identified on the Policies Map as a buffer (generally 250m) around TIAAs. The Mineral / Waste Planning Authority must be consulted on any planning proposal within a TICA except:

- c. householder applications (minor development works relating to existing property); and
- d. advertisements

Development within a TICA will only be permitted where it is demonstrated that the development will:

- e. not prejudice the existing or future use of the TIAA for which the TICA has been designated; and
- f. not result in unacceptable amenity issues or adverse impacts to human health for the occupiers or users of such new development, due to the ongoing or future use of the TIA site.

In instances where a transport infrastructure facility of significance is approved on a non-allocated site, and such a facility will make a significant contribution to the sustainable transport of minerals and/or waste, then the policy principle of a TICA 250m around such a facility is deemed to automatically apply, despite such a TICA for it not being identified on the Policies Map.

Design

- 5.6** The following policy is primarily associated with waste management facilities, because such facilities normally includes an element of permanent new build development. Such development must be of a high quality design. Minerals related proposals often do not include new development, or at least not development which is intended to be of permanent use. Nevertheless, should a minerals proposal include some form of built development, then the following proposed policy would apply.
- 5.7** The current 'The Location and Design of Waste Management Facilities' Supplementary Planning Document (SPD) (2011) provides specific guidance on the design of waste management facilities, and has been used to inform the design of waste management facilities in the Plan area. The proposal is to either keep the SPD or for key elements of it to be incorporated into the new Local Plan, as an Appendix. A further alternative would be to revoke the SPD, and rely solely on the proposed design policy below. Your views on this approach would be welcomed.

Part Five: Policies for Minerals and Waste Management Proposals

Policy 18: Design

All waste management development, and where relevant minerals development, should secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. The design of built development and the restoration of sites should where appropriate complement and enhance local distinctiveness and character.

New minerals and waste management development should, where appropriate:

- a. Make effective and efficient use of land and buildings, through the design, layout and orientation of buildings on site and through the prioritising of previously developed land;
- b. Be durable, flexible and adaptable over its planned lifespan, taking into account potential future social, economic, technological and environmental needs through the structure, layout and design of buildings and places;
- c. Provide a high standard of amenity for users of new buildings and maintain or enhance the existing amenity of neighbours;
- d. Be designed to reduce crime, minimise fire risk, create safe environments, and provide satisfactory access for emergency vehicles;
- e. Create visual richness through building type, height, layout, scale, form, density, massing, materials and colour and through landscape design;
- f. Retain or enhance important features and assets within the landscape, treescape or townscape and conserve or create key views;
- g. Provide well designed boundary treatments (including security features) that reflect the function and character of the development and its surroundings;
- h. Take account of any relevant landscape character assessments and be supported by a landscape enhancement scheme; and
- i. Provide attractive, accessible and integrated vehicle and cycle parking which also satisfies any parking standard in adopted Local Plans and, unless impractical, incorporates facilities for electric plug-in and other ultra-low emission vehicles.

Further Guidance

For detailed design guidance relating to waste management proposals, please refer to The Location and Design of Waste Management Facilities' SPD (2011) (or in Appendix X, if it is determined to remove the SPD and bring elements into the Local Plan)

Amenity Considerations

- 5.8** Minerals and waste management development can have the capacity to adversely impact on the amenity of local residents, business and other users of land. This could be in the immediate vicinity of the development, or for example along transportation routes associated with the development.

Part Five: Policies for Minerals and Waste Management Proposals

- 5.9** Development should aim to ensure that a high standard of amenity is retained and, where possible, enhanced, for all existing and future users of land and buildings which may be affected.

Policy 19: Amenity Considerations

New development should not result in an unacceptable impact on the amenity of existing occupiers of any land or property, including:

- a. harm to human health or safety;
- b. ability of the neighbouring use (or planned neighbouring use) to remain an ongoing operation;
- c. privacy for the occupiers of any nearby property;
- d. noise and/or vibration levels resulting in disturbance for the occupiers or users of any nearby property or land;
- e. loss of light to and/or overshadowing of any nearby property;
- f. air quality from odour, fumes, dust, smoke or other sources;
- g. light pollution from artificial light or glare;
- h. litter; and
- i. flies, vermin and birds.

Where there is the potential for any of the above impacts to occur, an assessment appropriate to the nature of that potential impact should be carried out, and submitted as part of the proposal, in order to establish, where appropriate, the need for any mitigation.

Restoration and Aftercare

- 5.10** Most mineral development is of a temporary nature, as is some waste development, notably that related to landfill. Development that is temporary in nature should always have an approved scheme for restoration and an end date by which this will have been implemented.
- 5.11** Achieving the satisfactory restoration of minerals sites and former waste management sites is of paramount importance. Restoration of minerals and waste sites must be done progressively, with sections of the site worked and then restored at the earliest opportunity. It is acknowledged however that the particular after-use of a site should be a matter for discussion on a case by case basis, so the policy should not seek to be too prescriptive, providing instead more general requirements. This proposed policy therefore is generally a carry over of adopted Policy CS25 Restoration and Aftercare of Mineral and Waste Management Sites, with only slight rewording, plus a small element taken from adopted Policy CS22 Climate Change is included.

Part Five: Policies for Minerals and Waste Management Proposals

Policy 20: Restoration and Aftercare

The restoration of mineral workings and waste management sites will be phased to achieve a beneficial after-use, along with appropriate aftercare arrangements. Such proposals must, where appropriate:

- a. reflect strategic and local objectives for countryside enhancement and green infrastructure, including those set out in relevant Local Plans and Green Infrastructure Strategies;
- b. contribute to identified water storage needs and / or water supply objectives and incorporate these within the restoration scheme;
- c. achieve or assist in achieving the creation of priority habitats and / or Plan area Biodiversity Action Plan targets, incorporating the relevant biodiversity after-use within the restoration scheme;
- d. protect geodiversity and improve educational opportunities by incorporating this element within the restoration scheme, by leaving important geological faces exposed and retaining access to them;
- e. restore the land back to high grade agricultural use but only if it is clearly demonstrated to be the most suitable after-use (based on the principles of sustainable development); and
- f. incorporate within the restoration scheme amenity uses, such as formal and informal sport, navigation, and recreation uses.

In the case of mineral workings, restoration schemes which will contribute to addressing or adapting to climate change will, in principle, be supported e.g. through flood water storage, and biodiversity proposals which create habitats which act as wildlife corridors and living carbon sinks. Any site specific restoration and after-care requirements will be set out in the site allocation section of this Local Plan.

Mitigation Measures

- 5.12** Sometimes, proposals can result in some form of harm, but that harm could be suitably mitigated against. The following proposed policy captures this point, by making it clear when mitigation measures would be suitable and necessary. More specific mitigation measures are also included in other policies, such as Policy 22: Biodiversity and Geodiversity.
- 5.13** This proposed policy is a new one, not currently present in the adopted Minerals and Waste Plan.

Part Five: Policies for Minerals and Waste Management Proposals

Policy 21: Mitigation measures

Where harm is identified, but such harm could not be avoided and/or minimised to an acceptable level, then appropriate mitigation measures will be required.

Any mitigation measures must:

- a. reduce the impact to an acceptable level; and
- b. be visually acceptable; and
- c. have an appropriate maintenance regime agreed; and
- d. not have an excessive carbon cost, either to implement or to maintain (for example, mechanical ventilation of homes will not be approved as a mitigation measure, except in very exceptional circumstances).

Legal agreements may be required in order to ensure delivery and maintenance of any agreed mitigation measures.

Biodiversity and Geodiversity

5.14 Cambridgeshire and Peterborough have a range of sites recognised for their environmental quality, a number of which have international status. It is considered appropriate to include a comprehensive policy within this Minerals and Waste Local Plan which reflects the authorities proposed approach to biodiversity and geodiversity. This is to, through the development management processes, management agreements and other positive initiatives:

- a. aid the management, protection, enhancement and creation of priority habitats, including limestone grasslands, woodlands and hedgerows, wet woodlands, rivers and flood meadows;
- b. promote the creation of an effective, functioning ecological network throughout the plan area, consisting of core sites, buffers, wildlife corridors and stepping stones that link to green infrastructure across the plan area (or potentially in adjoining local authority areas) and to respond to and adapt to climate change;
- c. safeguard the value of previously developed land where it is of significant importance for biodiversity and/or geodiversity; and
- d. work with developers and Natural England to identify a strategic approach to great crested newt mitigation, where this is required, on major sites and other areas of key significance for this species.

5.15 As such, your views are invited on the proposed approach and the following policy.

Part Five: Policies for Minerals and Waste Management Proposals

Policy 22: Biodiversity and Geodiversity

International Sites

The highest level of protection will be afforded to international sites designated for their nature conservation or geological importance. Proposals having an adverse impact on the integrity of such areas, that cannot be avoided or adequately mitigated to remove any adverse effect, will not be permitted other than in exceptional circumstances. These circumstances will only apply where:

- a. there are no suitable alternatives; and
- b. there are imperative reasons of overriding public interest; and
- c. necessary compensatory provision can be secured.

Development proposals that are likely to have an adverse effect, either alone or in-combination, on European designated sites must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified. Mitigation may involve providing or contributing towards one or more of the following measures:

- d. Access and visitor management measures within the international site;
- e. Improvement of existing greenspace and recreational routes;
- f. Provision of alternative natural greenspace and recreational routes;
- g. Monitoring of the impacts of new development on international designated sites to inform the necessary mitigation requirements and future refinement of any mitigation measures;
- h. Other potential mitigation measures to address air pollution impacts e.g. emission reduction measures, on site management measures.

National Sites

Development proposals within or outside a Site of Special Scientific Interest (SSSI), likely to have an adverse effect on a SSSI (either individually or in combination with other developments), will not normally be permitted unless the benefits of the development, at this site, clearly outweigh both the adverse impacts on the features of the site and any adverse impacts on the wider network of SSSIs.

Local Sites

Development likely to have an adverse effect on locally designated sites, their features or their function as part of the ecological network, including County Wildlife Sites, Local Geological Sites and sites supporting Biodiversity Action Plan habitats and species, will only be permitted where the need and benefits of the development clearly outweigh the loss and the coherence of the local ecological network is maintained.

Habitats and Species of Principal Importance

Where adverse impacts are likely on the protection and recovery of priority species and habitats, development will only be permitted where the need for and benefits of the development clearly

Part Five: Policies for Minerals and Waste Management Proposals

outweigh these impacts. In such cases, appropriate mitigation or compensatory measures will be required.

Biodiversity and Geodiversity in Development

All development proposals should:

- i. Conserve and enhance the network of habitats, species and sites (both statutory and non-statutory) of international, national and local importance commensurate with their status and give appropriate weight to their importance;
- j. Avoid negative impacts on biodiversity and geodiversity;
- k. Deliver a net gain in biodiversity, proportionate to the scale of development proposed, by creating, restoring and enhancing habitats and enhancing them for the benefit of species;
- l. Where necessary, protect and enhance the aquatic environment within or adjoining the site, including water quality and habitat. For riverside development, this includes the need to consider options for riverbank naturalisation. In all cases regard should be had to the Cambridgeshire Flood and Water SPD or Peterborough Flood and Water SPD (or their successors).

Minerals and Waste Management proposals must be accompanied by a completed biodiversity checklist (see respective planning authority website for details) and must identify features of value on and adjoining the site and to provide an audit of losses and gains in existing and proposed habitat. Where there is the potential for the presence of protected species and/or habitats, a relevant ecological survey(s) must be undertaken by a suitably qualified ecologist. The development proposals must be informed by the results of both the checklist and survey.

Mitigation of Potential Adverse Impacts of Development

Development should avoid adverse impact on existing biodiversity and geodiversity features as a first principle. Where adverse impacts are unavoidable they must be adequately and proportionately mitigated. If full mitigation cannot be provided, compensation will be required as a last resort where there is no alternative.

Heritage Assets

- 5.16** The Minerals and Waste Planning Authorities recognise that the historic environment plays an important role in the quality of life experienced by local communities and the proposed approach is to protect, conserve and seek opportunities to enhance the local area's rich and diverse heritage assets and their settings, for the enjoyment of current and future generations.
- 5.17** Nationally designated heritage assets within the plan area include Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks and Gardens. The designation of heritage assets has largely focused on more tangible or visible interest, and as such there are many areas of archaeological interest which are of national importance that are not scheduled. Designated sites receive statutory protection under heritage protection legislation. However, others that are considered locally significant (such as ridge and furrow) or, that may not yet be identified (such as in the case of archaeological interests), do not. Such assets may present an important resource in terms of place-making and developing an understanding of our history, which if not addressed early may be lost.

Part Five: Policies for Minerals and Waste Management Proposals

- 5.18** Minerals development, more so than waste, is generally quite an intensive activity in relation to potential impacts on the historic environment due to its extractive nature. However, it is acknowledged that both minerals and waste development have the potential to affect different types of heritage assets and their setting.
- 5.19** For this reason, it is important that adequate information and evidence is available to inform the decision making process, ensuring that the potential impact of the proposal on the historic environment and the significance of heritage assets (including undesignated assets) and their setting is understood. In the case of archaeology, such interests are often not identified until the process of assessment or evaluation has begun. Where there is thought to be a risk of such interests being present a phased approach for assessing the significance of heritage assets involving desk-based assessments and / or field evaluations may be required.
- 5.20** It is considered appropriate to include a comprehensive policy within this Minerals and Waste Local Plan. As such, the following is a proposed policy. This proposed policy is a replacement for adopted policy CS36 Archaeology and the Historic Environment.

Policy 23: Heritage Assets

The Councils recognise: the desirability of sustaining and enhancing the significance of heritage assets; the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring; the desirability of new development making a positive contribution to local character and distinctiveness; and the opportunities to draw on the contribution made by the historic environment to the character of a place.

As such, all minerals and waste management proposals will be subject to the policy requirements set out in the NPPF.

To assist decision makers, all development proposals that would directly affect any heritage asset and its setting (whether designated or non-designated), will need to be accompanied by a Heritage Statement which, as a minimum, should:

- a. describe and assess the significance of the asset and/or its setting to determine its architectural, historic, artistic or archaeological interest; and
- b. identify the impact of the development on the special character of the asset (including any cumulative impacts); and
- c. provide a clear justification for the works, especially if harm would be caused to the significance of the asset or its setting, so that the harm can be mitigated and weighed against public benefits.

The level of detail in the Statement should be proportionate to the asset's significance and sufficient to understand the potential impact of the proposal on its significance and/or setting.

Where appropriate, and particularly for minerals development proposals, the Statement must also consider the hydrological management of the site and the potential effects that variations in the water table may have on known archaeological remains. This assessment may be required to address an area beyond the planning application boundary.

Part Five: Policies for Minerals and Waste Management Proposals

Water Resources

- 5.21** This policy is generally a carry over of adopted policy CS39 Water Resources and Water Pollution Prevention. Please note that the Cambridgeshire Flood and Water SPD and Peterborough Flood and Water Management SPD referred in the policy below was not formally adopted by the County Council but rather by each individual district council within Cambridgeshire. The County Council has, however, endorsed its contents.

Policy 24: Water Resources

Minerals and waste management development will only be permitted where it can be demonstrated that there would be no significant adverse impact on:

- a. the quantity or quality of surface or groundwater resources; and
- b. the quantity or quality of water abstraction currently enjoyed by abstractors unless acceptable alternative provision is made; and
- c. the flow of groundwater at or in the vicinity of the site; and
- d. increased flood risk, both on-site and off-site.

All proposed development will be required to incorporate adequate water pollution control and monitoring measures.

Proposals should also have due regard to the latest policies and guidance in the Cambridgeshire Flood and Water SPD and the Peterborough Flood and Water Management SPD (or their successors).

Traffic, Highways and Rights of Way

- 5.22** This policy is generally a combination of adopted policies CS32 Traffic and Highways and CS37 Public Rights of Way.
- 5.23** In addition to the policy below, site specific policies found in the site allocations of this plan will, where appropriate, set out any known Traffic, Highways and Rights of Way specific matters that will need to be addressed for that particular site.

Part Five: Policies for Minerals and Waste Management Proposals

Policy 25: Traffic, Highways and Rights of Way

Mineral and waste management development will only be permitted where:

- a. it is demonstrated that opportunities for the use of alternative methods of transport have been evaluated and the most appropriate pursued;
- b. access and the highway network serving the site are suitable or could be made suitable and able to accommodate any increase in traffic and / or the nature of the traffic associated with the development;
- c. any associated increase in traffic or highway improvements would not cause unacceptable harm to the environment, road safety or residential amenity; and
- d. binding agreements covering lorry backloading, routing arrangements and Heavy Commercial Vehicle (HCV) signage for mineral and waste traffic are agreed.

Use of HCV Route Network

Where minerals and/or waste is to be taken on or off a site by the highway network, then all proposals must demonstrate how any identified HCV Route Network is, where reasonable and practical to do so, to be utilised (including robust arrangements to ensure that the use of the HCV Route Network takes place and is enforceable). Any non-allocated minerals and waste management facility which would require significant use of the highway must be well related to the HCV Route Network and put in place robust measures to ensure it is used in an enforceable way.

Public Rights of Way

Proposals must make provision for the enhancement of the public rights of way network where practicable, with a view to providing new routes and links between existing routes. Priority should be given to meeting the objectives of any Rights of Way Improvement Plans. Where development would adversely affect the permanent use of public rights of way (including temporary diversions) planning permission will only be granted where alternative routes are provided that are of equivalent convenience, quality and interest.

Sustainable Use of Soils

- 5.24** Agricultural land is an important national resource, and together Cambridgeshire and Peterborough have a larger proportion of high quality agricultural land than any other area in England.
- 5.25** This proposed policy is a carry over of adopted policy CS38 Sustainable Use of Soils with only minor rewording.

Part Five: Policies for Minerals and Waste Management Proposals

Policy 26: Sustainable Use of Soils

Minerals or Waste development which affects best and most versatile agricultural land will only be permitted where it can be shown:

- a. it incorporates proposals for the sustainable use of soils; and
- b. the proposed restoration can be shown to positively contribute to the long term conservation of soils; and
- c. (for non-allocated sites) there is a need for the development and an absence of suitable alternative sites using lower grade land has been demonstrated

Aerodrome Safeguarding

- 5.26** The main hazard arising from mineral and waste development which is located close to airports, aerodromes or their flight paths is bird strike. Whilst it would be impossible for all proposals to demonstrate no increase in hazard to air traffic, the word significant in the policy should be interpreted carefully, and it may mean only a slight potential increase in the hazard would constitute a 'significant' occurrence, due to the consequence of the hazard should it materialise.
- 5.27** This proposed policy is a carry over of policy CS40 Airport Safeguarding in the adopted Core Strategy with only minor rewording.

Policy 27: Aerodrome Safeguarding

Mineral and Waste management development within aerodrome safeguarding areas will only be permitted where it can be clearly demonstrated that the development would not constitute a significant hazard to air traffic. Where it cannot be demonstrated, or where the significance of any hazard is uncertain, the proposal will be refused. The preparation and implementation of an approved Bird Management Plan may be required.

Other Developments Requiring Importation of Materials

- 5.28** Some forms of development might not be primarily minerals and waste management related, but may result in the importation of minerals or inert waste as part of the proposals.

Part Five: Policies for Minerals and Waste Management Proposals

Policy 28: Other Developments Requiring Importation of Materials

Proposals for developments (including golf courses and any other significant outdoor recreation facilities) which require the importation of significant quantities of minerals and/or inert waste, will only be permitted where it can be demonstrated that:

- a. the proposal does not prejudice the restoration of mineral extraction sites, and
- b. there is a proven need for the material to be imported; and
- c. any mineral or waste imported will be used in a sustainable manner; and
- d. the minimum amount of material is imported, consistent with the purpose of the development.

The determination of planning applications will have regard to the objectives of the mineral and waste spatial strategies in this Plan.

Part Five: Policies for Minerals and Waste Management Proposals

Part Six: Site Allocations and Call for Sites

Site Allocations and Call for Sites

- 6.1 As part of the new Minerals and Waste Local Plan, sites for mineral workings and waste management facilities will be identified on the Policies Map, along with other information, such as safeguarding and consultation areas. At this stage of the plan, however, no site allocations are proposed nor any other changes to the Policies Map.
- 6.2 As part of this Preliminary Plan consultation⁽⁴⁾, the councils are asking landowners, their agents and developers to submit sites for future minerals and / or waste management development. This includes existing allocated sites for which planning permission has not yet been granted. No allocation will be automatically taken forward. All sites submitted should complete a site submission form in full, complete with all of the mandatory supporting information.
- 6.3 The existing Core Strategy made three strategic allocations, two of which relate to the Block Fen / Langwood Fen area, in Cambridgeshire. The Block Fen / Langwood Fen allocations seek to take forward a long term vision which extends to around 2050, i.e. beyond the existing plan period and the plan period of the new Local Plan. The allocations are for the extraction of 24 million tonnes of sand and gravel, and for 14 million m3 of inert landfill.
- 6.4 These exceptional allocations were made having regard to the unique opportunity of the site to contribute, through mineral extraction and restoration, to the creation of around 480 hectares of lowland wet grassland habitat which will enhance the internationally important (but declining) Ouse Washes. The site, as set out in the adopted Plan, also offers the opportunity for the creation of 10 million m3 of water storage contributing to the delivery of the Environment Agency's Cranbrook / Counter Drain Strategy. The allocation is also supported by a supplementary planning document which sets out in more detail how the allocations should be delivered.
- 6.5 However, since the allocations were made progress has been less than anticipated (partly due to the economic downturn); and the question of whether the allocations are deliverable in part, or in their entirety, has been raised. This preliminary consultation gives the councils an opportunity to consider if the strategy in the Block Fen / Langwood Fen area should or can be carried forward in the new Plan. This is a significant issue as it will influence the mineral and waste spatial strategies in the new Plan, and the level of provision which is made elsewhere in the Plan area if the allocations are carried forward.
- 6.6 Your views on whether Block Fen / Langwood Fen allocations should be carried forward, in part or in their entirety, would be most welcome, as well as your views as to whether the policy requirements for those allocations also need amending. Please provide evidence to support your view, if at all possible. However, for the avoidance of doubt, all non-consented allocations will be reviewed, not just these strategic allocations, so your views on any site (including its policy requirements) would be welcome.
- 6.7 Site suggestion forms are located at the end of this document (Appendix 1 for Minerals and Appendix 2 for Waste Management) and should be returned to us no later than **midnight xx June 2018**.

Site Assessment Methodology

- 6.8 In order to facilitate delivery of the identified provision rate (for minerals) and capacity needs (for waste management) the plan is likely to need to identify allocations for mineral extraction and may need to identify allocations or areas of search for development of waste management facilities. Such elements that are to be taken forward through the plan-making process should

4 this stage satisfies Regulation 18 of the The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)

Part Six: Site Allocations and Call for Sites

be based upon a robust and credible assessment of deliverability, the suitability of the land and surrounding environment to accommodate the proposed development, as well as the potential contribution towards sustainable development.

- 6.9** In order to ascertain potential impacts arising from the implementation of minerals and waste development (and subsequently those sites/areas that are appropriate to take forward to facilitate delivery of aggregates or waste management capacity and contribute towards the development of sustainable communities) a more focussed assessment method is needed. The site assessment process plugs into both the plan-making and Sustainability Appraisal (SA) processes as it uses key elements of both of these. The key decision making criteria for the Site Assessment Methodology have been derived from a review of the planning policy context, the plan and SA objectives as well as local considerations. In this manner the site assessment process acts as a decision-making tool for the plan-making process and a direct extension of the SA process.
- 6.10** The purpose of the Site Assessment Methodology is to ensure consistency, maintain transparency and provide a sound basis for site assessment and the selection of the preferred options, or potential allocations and designations. The findings of the site assessment process and SA, coupled with consultation throughout the plan-making process, will assist in identifying sites that are appropriate to take forward as allocations/designations.
- 6.11** A review of the policy context will be undertaken to identify the key criteria used to determine site suitability and potential impacts on the receiving environment (site sensitivity). The SA objectives form the base for the development of the assessment criteria.
- 6.12** The site assessment process is not intended to provide an exhaustive listing of decision-making criteria, or to replace the development assessment process. It is also important to note that the level of assessment should be proportionate with respect to the plan-making process. Rather, it seeks to identify those factors that will enable meaningful comparison of site suitability, sensitivity and potential impacts. The cumulative impact of development on the well-being of the local community will be taken into consideration, including any significant adverse economic, social and environmental impacts.
- 6.13** Three levels of assessment are proposed which will complement the plan making and SA processes, these are detailed below:
- **Level 1** will involve an initial screening of the sites/areas in order to determine compliance with key policy considerations, including submission of all mandatory site information, as well as identifying any 'red flags' that may significantly affect site suitability. All sites put forward through the call for sites, including existing allocations not yet permitted, will be subject to this Level 1 assessment.
 - **Level 2** will involve a desktop assessment of the sites/areas against the assessment criteria in order to provide an overview of features, constraints, potential impacts and capacity for avoidance and/or mitigation measures. Only sites determined to be in general compliance with Level 1 criteria will be subject to Level 2 assessment.
 - **Level 3** will involve a detailed assessment of specific constraints/issues, this level of assessments will only be undertaken where significant constraints/issues are highlighted through previous levels of assessment and where such assessment is proportionate and will add value to the process. This will assist in determining if the constraints/issues identified could reasonably be expected to be avoided and/or minimised to acceptable levels.

Part Six: Site Allocations and Call for Sites

- 6.14** It should be noted that in assessing broader areas for development of waste management facilities the criteria will be applied at a landscape (broader) level as it may not be practical to assess larger general areas in the same amount of detail as individual sites.
- 6.15** The preferred site allocations or broad areas for development will be put forward for consultation at the Further Draft Local Plan stage early next year. At this time we will also publish a Sites Evidence Report which will detail the full site assessment undertaken and state the full reasons for the proposed inclusion of a site or not.
- 6.16** Further details on the Site Assessment Methodology are set out in the separate 'Site Assessment Proposed Methodology - May 2018' report. Views on the methodology are welcomed, and if appropriate, amendments to it will be made following a reviews of any comments submitted.

Part Six: Site Allocations and Call for Sites

Appendix 1 - Call for Minerals Sites

Call for Minerals sites

The Cambridgeshire and Peterborough Local Aggregates Assessment (LAA December 2017) identifies a landbank of 15.09 years for sand and gravel and 9.7 years for crushed rock. The base date for the LAA is December 2016.

The plan period for the new Minerals and Waste Local Plan runs to 2036, meaning that at the current 10 year sales average of 2.91mtpa for sand and gravel, the authorities will need to identify reserves of at least 55.29mt. The LAA puts current permitted reserves at 43.92mt. The plan places a requirement to identify deliverable reserves of 11.37mt⁽⁵⁾. The current adopted plan has allocations of 27.8mt which are not yet permitted, however there is no guarantee that these sites will be submitted again or be deliverable.

Permitted reserves of crushed rock are 2.83mt, not even sufficient for the minimum 10 year landbank required by the NPPF. The authorities would need to identify reserves of at least 2.68mt⁽⁶⁾ to meet the requirements over the plan period. Policies in this plan will support planning applications should any sites come forward, however it is unlikely that new reserves will be identified and allocated, due to the poor quality of this limited resource.

To ensure that the most suitable and deliverable sites are included in the plan, we are asking interested parties to submit land for mineral extraction, including those sites allocated in the adopted plan but which do not have a planning permission, as it is important that we confirm if there is still industry interest in these sites and that they remain deliverable. For your site to be included we will need the following mandatory information to be submitted using the Form 1 below (please use a separate form for each site).

The NPPF requires MPAs to also safeguard existing, planned and potential sites for:

- a. concrete batching, the manufacture of other coated materials, other concrete products; and
- b. the handling, processing and distribution of substitute, recycled and secondary aggregate material.

If you have any such sites (both existing sites which you think you should be safeguarded and candidate new sites) which currently or will make a significant contribution to either category, and which you therefore think should be allocated on the policies map, please let us know.

Mandatory information

- a. type of mineral development proposed (extraction / processing) and mineral type;
- b. start date;
- c. operation life;
- d. annual production;
- e. total yield;
- f. OS map base showing the site boundary in red and other land ownership boundary in blue;
- g. geological evidence to support the reserve;

5 This is calculated as follows: 2.91 (10 year annual sales average) x 19 (years in plan period) - 43.92 (permitted reserves)

6 This is calculated as follows: 0.29 (10 year annual sales average) x 19 (years in plan period) - 2.83 (permitted reserves)

Appendix 1 - Call for Minerals Sites

- h. If the site is an extension to or otherwise related to an existing site;
- i. highways access points;
- j. location of processing plant;
- k. details of phasing;
- l. environmental mitigation; and
- m. restoration scheme details.

In addition to the above, it would greatly assist in helping us to select the most suitable sites for allocation if you could provide the additional supporting information:

Additional supporting information

- n. proposed working hours;
- o. details of lorry movements and routes;
- p. likely number of employees;
- q. intended use for reject materials include stone, sand and slit; and
- r. an estimate of the area of best and most versatile agricultural land before and after development.

Appendix 1 - Call for Minerals Sites

Form 1: Suggested Minerals Site (May 2018)

Contact Details:	
Name: Phone number: Email address:	Postal address:
Please indicate your relationship to the site? If you are not the landowner please provide information to support deliverability. For example, is there an agreement / lease to use the land, etc?	<input type="checkbox"/> landowner <input type="checkbox"/> agent <input type="checkbox"/> operator <input type="checkbox"/> other
Site Information:	
Site name / location: OS reference:	Site address:
Type of mineral development proposed: Please also state type of mineral.	<input type="checkbox"/> Extraction..... <input type="checkbox"/> Processing..... <input type="checkbox"/> Other.....
Is the site adjacent to an existing operational or allocated site?	<input type="checkbox"/> Yes (details):..... <input type="checkbox"/> No:
Site operational details: Please provide your best estimate for the information opposite.	<ul style="list-style-type: none"> • Start date:..... • Operational life (y):..... • Annual production (t):..... • Total yield (t):.....
Has the site previously been submitted in previous plans or as a planning application?	<input type="checkbox"/> Yes (details):..... <input type="checkbox"/> No:
Please include with your site submission the <i>mandatory</i> information listed opposite: Please tick the boxes opposite to indicate that you have attached the requested information for consideration	<input type="checkbox"/> OS map base showing site boundary in red and other land in / or likely to be under applicants control, in blue <input type="checkbox"/> geological evidence to support the reserve <input type="checkbox"/> highways access points <input type="checkbox"/> location of processing plant <input type="checkbox"/> environmental mitigation measures <input type="checkbox"/> restoration scheme details
It would assist us in determining the deliverability of your site if you could also include the <i>additional</i> information listed opposite: Please tick which additional information you have provided	<input type="checkbox"/> proposed working hours <input type="checkbox"/> details of lorry movements and routes <input type="checkbox"/> details of phasing <input type="checkbox"/> likely number of employees <input type="checkbox"/> intended use for reject materials including stone, sand and slit <input type="checkbox"/> estimated area of best and most versatile agricultural land before and after development

Appendix 1 - Call for Minerals Sites

Appendix 2 - Call for Waste Management Sites

Call for Waste Management Sites

The Plan aims to identify a network of suitable waste management facilities to meet net waste arisings in the Plan area up to 2036 and beyond. Many allocated waste sites in the current adopted Plan have not come forward as anticipated. Furthermore, waste management sites have come forward on unallocated land.

At the time of writing, the councils are in the process of producing an up to date Waste Needs Assessment (WNA). This will be published alongside this Preliminary Plan for consultation. We encourage you to refer to and comment on the latest figures in the published WNA and the methodology used to derive them.

To ensure that the most suitable and deliverable waste management sites are included in the plan, we are asking interested parties to submit land for possible waste management sites. This includes current allocated sites which do not yet have planning permission. For your site to be included we will need the following mandatory information to be submitted using the Form 2 below.

Mandatory Information

1. type of waste development proposed (i.e. facility type(s));
2. waste types;
3. start date;
4. operational life;
5. throughput for each facility intended to be located on the site;
6. input from the Plan area;
7. OS map showing site boundary in red and other land ownership boundary in blue;
8. location of buildings / processing plant (temporary and permanent);
9. highways access points;
10. details of phasing;
11. environmental mitigation measures; and
12. restoration scheme details if appropriate.

In addition to the above, it would greatly assist in helping us to select the most suitable sites for allocation if you could provide the additional supporting information:

Additional information

13. proposed working hours;
14. details of lorry movements and routes;
15. likely number of employees; and
16. an estimate of the area of best and most versatile agricultural land before and after development.

Appendix 2 - Call for Waste Management Sites

The Waste Needs Assessment will determine what sites if any we will need to allocate for waste management provision.

Appendix 2 - Call for Waste Management Sites

Form 2: Suggested Waste Management Site (May 2018)

Contact Details:	
Name: Phone number: Email address:	Postal address:
Please indicate your relationship to the site? If you are not the landowner please provide information to support deliverability. For example, is there an agreement / lease to use the land, etc?	<input type="checkbox"/> landowner <input type="checkbox"/> agent <input type="checkbox"/> operator <input type="checkbox"/> other
Site Information:	
Site name / location: OS reference:	Site address:
Type of waste development proposed: Include the type of waste management (e.g. transfer, landfill, AD, etc.) as well as the type of waste proposed to be handled (e.g. non-haz, inert, etc.)
Is the site adjacent to an existing operational or allocated site?	<input type="checkbox"/> Yes (details):..... <input type="checkbox"/> No:
Site operational details: Please provide your best estimate for the information opposite.	<ul style="list-style-type: none"> ● Start date:..... ● Operational life (y):..... ● Throughput of site (tpa):..... ● Input from Plan area (%):.....
Has the site previously been submitted in previous plans or as a planning application?	<input type="checkbox"/> Yes (details):..... <input type="checkbox"/> No:
Please include with your site submission the <i>mandatory</i> information listed opposite: Please tick the boxes opposite to indicate that you have attached the requested information for consideration	<input type="checkbox"/> OS map base showing site boundary in red and other land in / likely to be under applicants control, in blue <input type="checkbox"/> location of buildings / processing plant (temporary and permanent) <input type="checkbox"/> highways access points <input type="checkbox"/> environmental mitigation measures <input type="checkbox"/> restoration scheme details if appropriate
It would assist us in determining the deliverability of your site if you could also include the <i>additional</i> information listed opposite: Please tick which additional information you have provided	<input type="checkbox"/> proposed working hours <input type="checkbox"/> details of lorry movements and routes <input type="checkbox"/> likely number of employees <input type="checkbox"/> details of phasing <input type="checkbox"/> estimated area of best and most versatile agricultural land before and after development.

Appendix 2 - Call for Waste Management Sites

List of Acronyms

List of Acronyms

AWP - Aggregate Working Party	PPG - Planning Practice Guidance
C&I Waste - Commercial & Industrial	RECAP - Cambridgeshire and Peterborough Waste Partnership
CD&E - Construction, Demolition & Excavation	SA - Sustainability Appraisal
DPD - Development Plan Document	SCI - Statement of Community Involvement
DtC - Duty to Cooperate	SPD - Supplementary Planning Document
HRC - Household Recycling Centre	SSSI - Site of Special Scientific Interest
LAA - Local Aggregates Assessment	TIAA - Transport Infrastructure Allocation Area
LDS - Local Development Scheme	TICA - Transport Infrastructure Consultation Area
LLW - Low-level Radioactive Waste	WAA - Waste Allocation Area
MAA - Minerals Allocation Area	WACA - Waste Allocation Consultation Area
MACA - Minerals Allocation Consultation Area	WNA - Waste Needs Assessment
MCA - Minerals Consultation Area	WPA - Waste Planning Authority
MPA - Mineral Planning Authority	WRAA - Water Recycling Allocation Area
MSA - Minerals Safeguarding Area	WRC - Water Recycling Centre
Mtpa - Million tonnes per annum	WRCA - Water Recycling Consultation Area
MWLP - Minerals and Waste Local Plan	WTAB - Waste Technical Advisory Body
NPPF - National Planning Policy Framework	WWTW - Waste Water Treatment Works

List of Acronyms

My ref: -
Your ref: London Plan Consultation 2017
Date: 26 February 2018
Contact: Ann Barnes
Telephone: 01223 715526
E Mail: ann.barnes@cambridgeshire.gov.uk



Place and Economy
Environment and Commercial

Box No SH1315
Shire Hall
Castle Hill
Cambridge
CB3 0AP

Sadiq Khan (Mayor of London)
New London Plan
GLA City Hall
LondonPlan@london.gov.uk
BY EMAIL ONLY

Dear Sir,

THE LONDON PLAN 2019 – 2041

Cambridgeshire County Council wishes to make the following representation to the draft London Plan (December 2017):

Historically Cambridgeshire has received waste from London to be sent to landfill. The currently adopted London Plan assumes that household and commercial & industrial waste exports to the East of England will continue but reduce over the period to 2026, after which such exports will cease.

This strategy is carried forward in the draft London Plan which contains ambitious waste management targets. In particular Policy S18 includes: net self sufficiency in all waste streams and zero biodegradable waste to landfill by 2026, and recycling of 95% of construction, demolition and excavation waste by 2020. It also promotes the values of the circular economy. This policy and the targets within it are strongly supported; but it is vital that the London Plan should also set out a clear approach to the implementation and monitoring of these targets, and this is currently lacking. This needs to be addressed as a priority, as without such a framework Policy S18 will remain an aspiration.

Also, whilst the emerging Plan reflects the reduction and cessation of the export of household & industrial waste; it is not as clear about the export of Construction, Demolition and Excavation (CD&E) waste. Given the large number of construction and infrastructure projects which are ongoing and planned in London, the Plan needs to be explicit about how such waste will be managed over the Plan period. Equally, whilst Policy S18 includes a challenging target to recycle such material (which is supported), how the remaining CD&E will be managed needs to be specifically addressed. The Plan should ensure that sufficient sites to deliver this level of recycling are secured, if

necessary through allocations and also through the safeguarding of existing inert recycling facilities.

Notwithstanding the above, Paragraph 9.7.5 does acknowledge that where waste is to be exported to landfill outside of London that it will be important to show that the receiving authority has the capacity to deal with waste over the lifetime of the development. This is essential in light of the limited landfill capacity surrounding London; and should include consideration of both inert and non-hazardous landfill capacity.

The safeguarding of existing waste management facilities as described in Policy S19 is supported. However, it is evident that such sites are susceptible to being redeveloped to more valuable uses. A more robust delivery of this policy in the future is required; and monitoring of this policy should be undertaken.

Yours sincerely

A handwritten signature in cursive script, appearing to read 'S Sass Pledger'.

Sass Pledger
Assistant Director Environment & Commercial
Cambridgeshire County Council

FINANCE AND PERFORMANCE REPORT – February 2018

To: **Economy and Environment Committee**

Meeting Date: **12th April 2018**

From: **Executive Director, Place & Economy Services
Chief Finance Officer**

Electoral division(s): **All**

Forward Plan ref: **Not applicable** *Key decision:* **No**

Purpose: **To present to Economy and Environment Committee the February 2018 Finance and Performance report for Place & Economy Services.**

The report is presented to provide Committee with an opportunity to comment on the projected financial and performance outturn position, as at the end of February 2018.

Recommendations: **The Committee is asked to:-**

- **review, note and comment upon the report**

<i>Officer contact:</i>	
Name:	Sarah Heywood
Post:	Strategic Finance Manager
Email:	Sarah.Heywood@Cambridgeshire.gov.uk
Tel:	01223 699714

1. BACKGROUND

- 1.1 The appendix attached provides the financial position for the whole of Place & Economy Services, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the report, budget lines that relate to the Economy and Environment Committee have been shaded. Members are requested to restrict their questions to the lines for which this Committee is responsible.
- 1.2 The report only contains performance information in relation to indicators that this Committee has responsibility for.

2. MAIN ISSUES

- 2.1 The report attached as Appendix A is the Place & Economy Services Finance and Performance report for February 2018. Following the restructure, Places & Economy Services came into being on 1st January. However, the layout of the Finance & Performance will be retained in the old Economy, Transport and Environment (ETE) structure for the remainder of this financial year so the new reporting and coding hierarchy will be input direct to the new financial system which is being implemented in April 2018.
- 2.2 **Revenue:** The one major change since last month is the increased forecast overspend on Winter Maintenance (an increase of £496K) but this falls under Highways and Community Infrastructure Committee (H&CI) Committee responsibility. Contra to this there are several smaller new underspends which offset and reduce the bottom-line forecast position to a £234K overspend. The Service will review all budgets as we approach year-end with an expectation that some additional small underspends will come through to further reduce the overspend.
- 2.4 **Capital:**
- 2.5 There are two changes to report where in-year forecast expenditure has reduced and the expenditure and budget will roll forward to the new financial year.
 - King's Dyke: Land costs, which were assumed to be spent in 2017/18, will now be paid in 2018/19 creating additional in-year slippage. Forecast spend this financial year is now £1.6m against the budget profile of £6.0m.
 - Guided Busway: part one compensation payments are likely to be a maximum of £500K creating slippage of £700K in total.
- 2.5 **Performance:** The Finance & Performance Report (Appendix A) provides performance information for the suite of key indicators for 2017/18. E&E Committee has twelve **performance indicators** reported to it in 2017-18 (following the transfer out of the two relating to Adult Skills & Learning transferring).
- 2.6 Of these twelve performance indicators, one is currently red, four are amber, and seven are green. The indicator that is currently red is:
 - The average journey time per mile during the morning peak on the most congested routes
- 2.7 At year-end, the current forecast is that none of the performance indicators will be

red, five will be amber and seven green.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1

- Resource Implications –The resource implications are contained within the main body of this report.
- Statutory, Legal and Risk – There are no significant implications within this category.
- Equality and Diversity – There are no significant implications within this category.
- Engagement and Communications – There are no significant implications within this category.
- Localism and Local Member Involvement – There are no significant implications within this category.
- Public Health – There are no significant implications within this category.

SOURCE DOCUMENTS

Source Documents	Location
None	

Place & Economy Services**Finance and Performance Report – February 2018 for Economy & Environment Committee****1. SUMMARY****1.1 Finance**

Previous Status	Category	Target	Current Status	Section Ref.
Green	Income and Expenditure	Balanced year end position	Amber	2
Green	Capital Programme	Remain within overall resources	Green	3

1.2 Performance Indicators – Predicted status at year-end: (see section 4)

Monthly Indicators	Red	Amber	Green	Total
Current status this month	1	4	7	12
Year-end prediction (for 2017/18)	0	5	7	12

2. INCOME AND EXPENDITURE**2.1 Overall Position**

Forecast Variance - Outturn (Previous Month) £000	Directorate	Current Budget for 2017/18 £000	Current Variance £000	Current Variance %	Forecast Variance - Outturn February £000	Forecast Variance - Outturn February %
+250	Executive Director	1,834	116	5	+323	18
+468	Infrastructure Management & Operations	58,618	-3,316	-7	+948	2
-830	Strategy & Development	9,867	-117	-1	-1,037	-11
0	External Grants	-28,228	-1	0	0	0
-112	Total	42,091	-3,317	-6	+234	1

The service level budgetary control report for February 2018 can be found in [appendix 1](#). Further analysis of the results can be found in [appendix 2](#).

2.2 Significant Issues

2.2.1 Waste Private Finance Initiative (PFI) Contract

The Waste PFI budget to forecasting a £1.54m overspend. This is mainly due to the Mechanical Biological Treatment (MBT) plant performing below the budgeted level of performance (which has now been addressed in the Business Plan for 2018/19 by rebasing the budget). Also, the pressure is due to lower levels of Third Party Income through the contract, an increase in the amount of bulky waste collected that is sent direct to landfill, an increased quantity of material rejected from the In-Vessel Composting process, rising costs for recycling wood and rigid plastics collected at Household Recycling Centres and a shortfall in the delivery of savings for the current financial year.

With only one month left on the financial year the forecast position becomes firmer although performance levels could still change further. This forecast assumes the same level of MBT performance for the rest of the financial year, and includes the underspend on recycling credits, the Waste Collection Authority baseline adjustment, and a prior-year adjustment related to disputed invoices.

A number of predicted underspends have been identified across P&E, (either one-off, which will help offset the waste pressure this financial year, or ongoing, which are reflected in the Business Plan) which can be used to offset the pressure in waste. The areas which are predicted to underspend (or achieve additional income) are Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.

2.2.2 Winter Maintenance

This budget is expected to overspend due to the number of gritting runs that have taken place in November to February compared to previous years. For this year 69.5 runs have taken place compared to 42.5 runs that took place for the whole of last year. We are now forecasting around 80 runs for the year based on the estimated expected runs for the remainder of the year comparing to previous years. The latest predicted forecast which includes the severe weather period is a £730k overspend.

2.3 Additional Income and Grant Budgeted this Period (De minimis reporting limit = £30,000)

There were no items above the de minimis reporting limit recorded in February 2018. A full list of additional grant income can be found in [appendix 3](#).

2.4 Virements and Transfers to / from Reserves (including Operational Savings Reserve) (De minimis reporting limit = £30,000)

There is one item above the de minimis reporting limit recorded in February 2018:-

Additional allocation of budget to match insurance charges £61,063.

A full list of virements made in the year to date can be found in [appendix 4](#).

3. BALANCE SHEET

3.1 Reserves

A schedule of the Service's reserves can be found in [appendix 5](#).

3.2 Capital Expenditure and Funding

Expenditure

3.2.1 Safety schemes

The A141 Wimblington Signals scheme was expected to require a budget of £350k this year, but the target price quotations received from Skanska indicate that the budget required is only likely to be £150k.

3.2.2 Delivering the Transport Strategy Aims

Projected delay in expenditure for a number of schemes with different issues. Norwood Road continues to be delayed by Network Rail issues. Witchford Cycleway delayed by the location of a gas main and Cadents request to supervise trial hole excavation work, not being available when requested, thereby delaying the scheme by 3 weeks. Histon/Impington scheme postponed to the next financial year to coincide with programme signals refurbishment.

3.2.3 Operating the Network

Carriageway maintenance - Some carriageway schemes delayed due to the impact of the drought damaged roads challenge fund programme. Also impact on available resources and diversion route clashes.

Footway slurry seal/re-tread and barrier work is programmed for March but some work is expected to slip into 18/19. The design work delayed the schemes and now obtaining the road closures for the re-tread sites has impacted spend for the re-tread and Footway slurry seal.

There are also consultations with drainage boards required for the barrier sites which will delay delivery until next year.

The recent weather has caused delays as temperatures have been too low for night work for patching and with the snow. unable to lay tarmac.

Signals -The A505 Duxford Imperial War Museum project will need less funds to be delivered. As the existing ducting infrastructure was of good quality this will not need the usual replacement. Another scheme for Stratos System Development will incur no costs this year, as there is currently no product available from our supplier.

3.2.4 £90m Highways Maintenance schemes

Schemes funded by money from prudential borrowing tend to be those highway maintenance schemes that involve re-surfacing, rather than the lower cost surface dressing. Re-surfacing involves a greater level of pre-construction work due to the removal and replacement of the top layer of the road surface. The removal of the top

surface has the potential to expose buried infrastructure. In order to reduce the risk of damaging the underlying infrastructure significant up front investigation is required. The findings of the investigatory work determines the level of design required before construction commences. This process is resource intensive, especially when the investigations highlight the need for a greater level of design work. This has resulted in some schemes not being completed this financial year and will be carried forward into the new financial year.

3.2.5 Waste Infrastructure

Due to the complexity of issues to identify suitable alternative sites and ongoing discussions with key stakeholders, this project has not progressed as quickly as we would have liked.

3.2.6 Community & Cultural Services

Cambourne Library - Work is currently underway on designing & reconfiguration of the building & library space working with Property Services and the Children's Centre based in the building, with a view to making effective use of existing funding from Cambourne 950 and future funding from Cambourne West. Work is expected to commence in 2018/19 and is fully funded by developer contributions.

3.2.7 Challenge Fund

The challenge fund programme of schemes has been scheduled for completion over this year and next financial year, as the award of funding was not made until the autumn of 2017. The first Cambridgeshire scheme, the A1101 at Mildenhall, has also had an initial target price quotation that was almost £1m over budget. The decision was taken by the Project Board to amend the scope of the project and request further quotations through Skanska's supply chain. It was understood that this would delay the start of the first scheme by 3 weeks, which has subsequently affected the spend profile. This change in spend profile was notified to the DfT and no concerns have been raised.

3.2.8 Safer Roads Fund

The initial target price quotation received in early February was £800k over budget, partly due to the requirement to deliver a significant proportion of the scheme by the end of the year, but also due to the scope of the scheme and limited number of supply chain prices received by Skanska. To ensure an minimum acceptable level of value for money could be demonstrated, the decision was taken to re-scope the scheme, extend the programme and resubmit requests for quotations from Skanska's wider supply chain. This has clearly altered the spend profile for this scheme, which will shortly be notified to the DfT.

3.2.9 Community Hubs - Sawston

Construction has yet to commence, expenditure to date has been on design and planning fees. The delay to the start of construction is due to protracted negotiations in the planning stages. We are currently finalising legal arrangements with our

partners and once complete construction can be mobilised, so the majority of expenditure will be next financial year.

3.2.10 Guided Busway

Part one compensation payments in relation to the busway are only expected to be a maximum of £500k in this financial year.

3.2.11 King's Dyke

Whilst Kier, the appointed contractor, has now commenced on the Stage 1 contract for detailed design, progress has been slower than expected owing to delays in agreeing access to land for surveys and ground investigation which has limited the design that can be undertaken and reduced this year's expenditure on Stage 1 of the contract.

It was also anticipated that significant land costs would be paid in 2017/18. However, this is now highly unlikely and these costs will roll into 2018/19. This will mean that £1.62m of this year's allocation of £6m is expected to be spent.

The current business plan forecast remains at £13.6m based on early estimates. As previously reported to Economy and Environment (E&E) Committee, the estimated cost could increase and an upper possible figure of £16.9m was indicated. The scheme costs will become more robust as the design progresses. Any additional funding requirements, will be reported to the E&E Committee and GPC.

Funding

All other schemes are funded as presented in the 2017/18 Business Plan.

A detailed explanation of the position can be found in [appendix 6](#).

4. PERFORMANCE

4.1 Introduction

This report provides performance information for the suite of key Economy, Transport & Environment (ETE) indicators for 2017/18. At this stage in the year, we are still reporting pre-2017/18 information for some indicators.

New information for red, amber and green indicators is shown by Committee in Sections 4.2 to 4.4 below, with contextual indicators reported in Section 4.5. Further information is contained in Appendix 7.

4.2 Red Indicators (new information)

This section covers indicators where 2017/18 targets are not expected to be achieved.

a) Economy & Environment

No new information this month.

b) ETE Operational Indicators

No new information this month.

4.3 Amber indicators (new information)

This section covers indicators where there is some uncertainty at this stage as to whether or not year-end targets will be achieved.

a) Economy & Environment

No new information this month

b) ETE Operational Indicators

No new information this month

4.4 Green Indicators (new information)

The following indicators are currently on-course to achieve year-end targets.

a) Economy & Environment

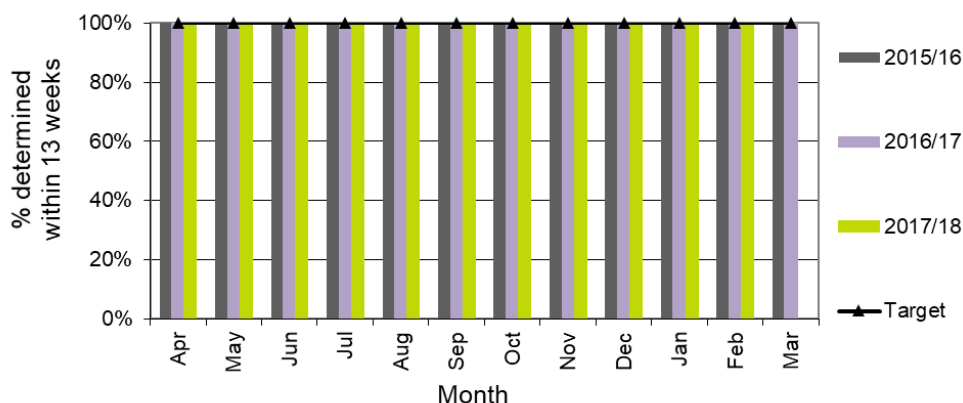
Planning applications

- The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant - year-to-date (to February 2018)

15 County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year.

There were 11 other applications excluded from the County Matter figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). 100% of these were determined on time.

The percentage of County Matter planning applications determined within 13 weeks or within a longer time if agreed with the applicant - year-to-date



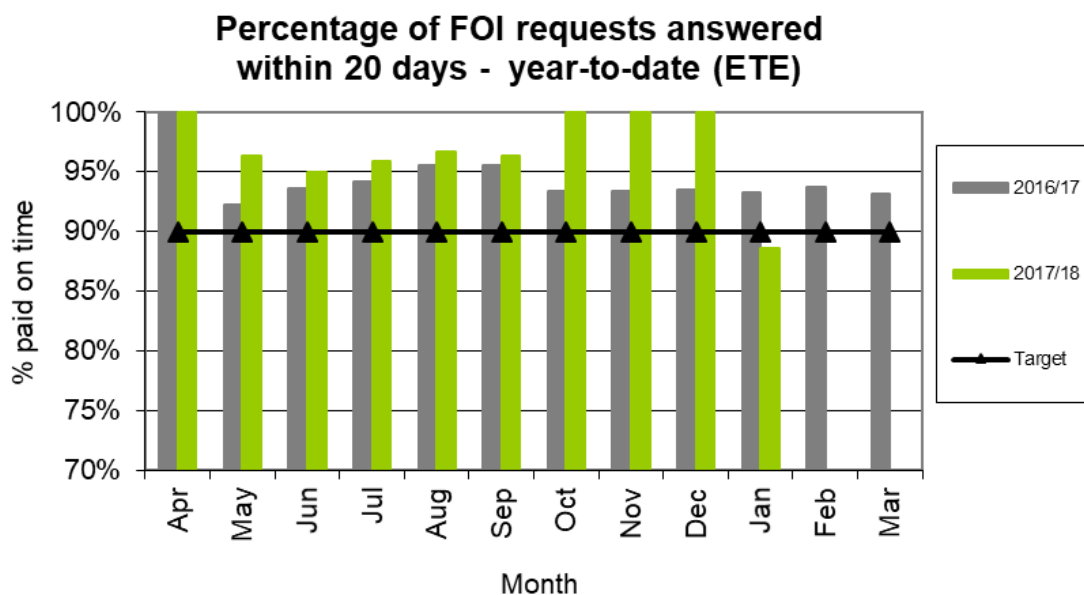
b) ETE Operational Indicators

Freedom of Information (FOI) requests

- FOI requests - % responded to within 20 days (January 2018)

35 Freedom of Information requests were received during January 2018. Provisional figures show that all 31 (88.6%) of these were responded to on time.

212 Freedom of Information requests have been received since April 2017 and 95.9% of these have been responded to on-time. This compares with 93.2% (out of 276) and 98.1% (out of 265) for the same period last year and the year before.

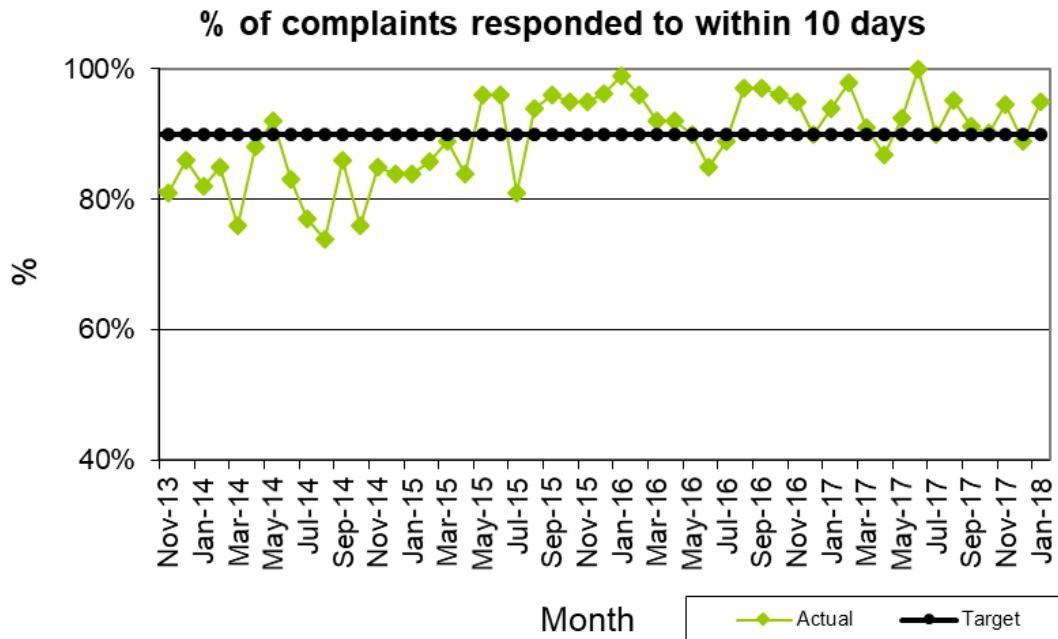


Complaints and representations – response rate

- Percentage of complaints responded to within 10 days (January 2018)

40 complaints were received in January 2018. 38 (95%) of these were responded to within 10 working days.

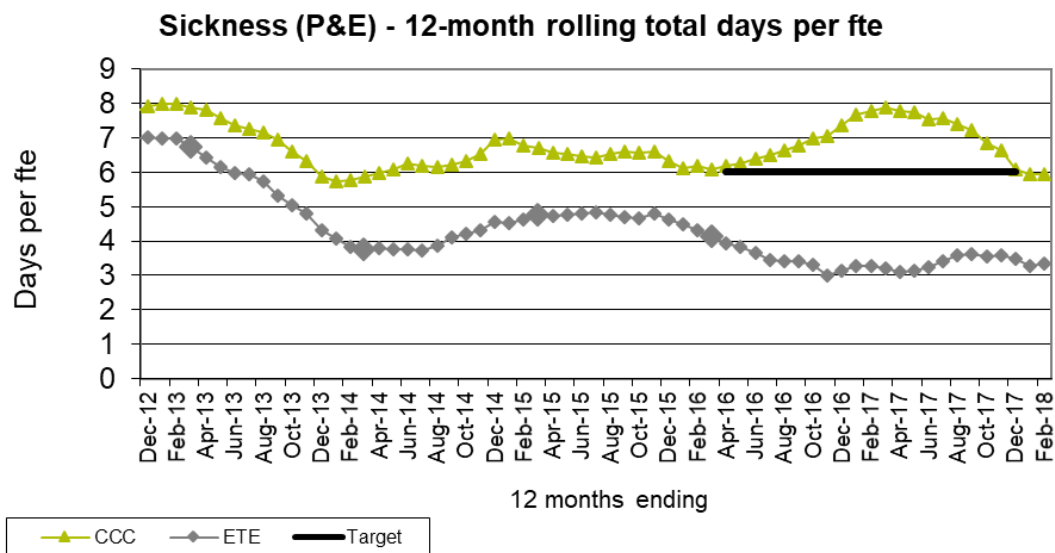
The year-to-date figure is currently 93%.



Staff sickness

- Economy, Transport & Environment staff sickness per full time equivalent (f.t.e.) - 12-month rolling average (to February 2018)

The 12-month rolling average has remained roughly the same at 3.4 days per full time equivalent (f.t.e.) and is below (better than) the 6 day target.



During February the total number of absence days within Place and Economy was 199 days based on 510 staff (f.t.e) working within the Service. The breakdown of absence shows that 110 days were short-term sickness and 89 days were long-term sickness.

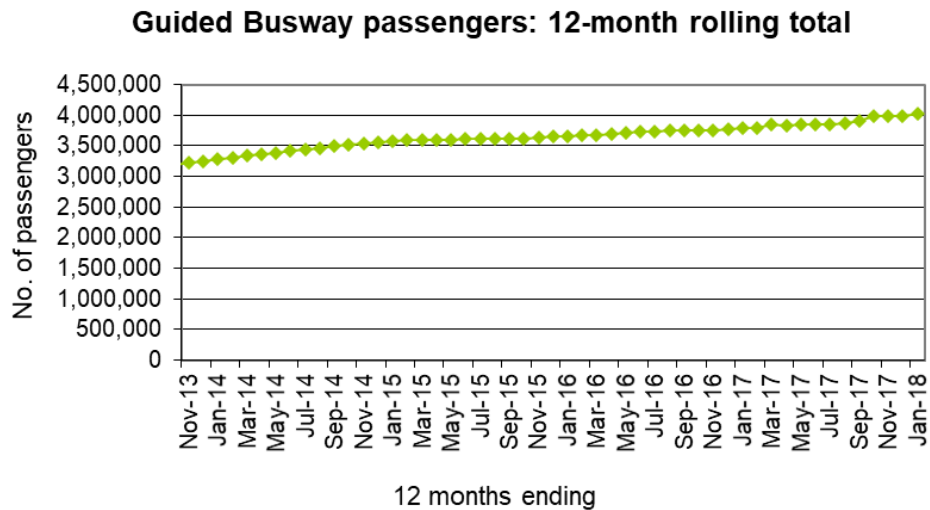
4.5 Contextual indicators (new information)

a) Economy & Environment

Passenger Transport

- Guided Busway passenger numbers (January 2018)

The Guided Busway carried 352,726 passengers in January. There have now been over 22.3 million passengers since the Busway opened in August 2011. The 12-month rolling total is 4.0 million.



APPENDIX 1 – Service Level Budgetary Control Report

Forecast Variance - Outturn January £'000	Service	Current Budget for 2017-18 £'000	Expected to end of February £'000	Actual to end of February £'000	Current Variance £'000 %		Forecast Variance - Outturn February £'000 %	
	Place & Economy Services							
+246	Executive Director	1,566	2,139	2,267	+127	+6	+317	+20
+4	Business Support	268	244	233	-11	-5	+5	+2
0	Direct Grants	-21,673	0	0	+0	+0	+0	37
+250	Total Executive Director	-19,839	2,383	2,499	+116	+5	+323	-2
	Directorate of Infrastructure Management & Operations							
-4	Director of Infrastructure Management & Operations	144	132	115	-17	-13	-13	-9
+1,604	Waste Disposal including PFI	34,080	30,188	28,549	-1,639	-5	+1,541	+5
	Highways							
+0	- Road Safety	332	332	344	+12	+4	-34	-10
-177	- Traffic Management	1,384	1,373	1,085	-288	-21	-211	-15
+129	- Highways Maintenance	6,786	5,533	5,618	+85	+2	+103	+2
-23	- Permitting	-1,333	-1,045	-1,045	+0	-0	-40	+3
+234	- Winter Maintenance	1,990	1,963	1,933	-30	+0	+730	+37
-240	- Parking Enforcement	0	-656	-1,726	-1,070	+163	-240	+0
-429	- Street Lighting	9,505	7,617	7,541	-76	-1	-409	-4
-40	- Asset Management	578	770	634	-137	-18	-51	-9
-639	- Highways other	438	-94	-130	-36	+38	-523	-119
+0	Trading Standards	706	686	686	+1	+0	-0	-0
	Community & Cultural Services							
-120	- Libraries	3,406	3,176	2,863	-313	-10	-115	-3
-9	- Archives	361	346	289	-56	-16	-5	-1
+46	- Registrars	-541	-466	-472	-5	+1	+37	-7
+135	- Coroners	780	684	938	+254	+37	+179	+23
0	Direct Grants	-6,555	-4,916	-4,917	-1	+0	0	42
+468	Total Infrastructure Management & Operations	52,063	45,623	42,306	-3,317	-7	+948	+2
	Directorate of Strategy & Development							
+0	Director of Strategy & Development	142	130	121	-9	-7	+0	+0
+9	Transport & Infrastructure Policy & Funding Growth & Economy	297	89	269	+180	+202	+9	+3
-84	- Growth & Development	549	494	481	-14	-3	-85	-16
-3	- County Planning, Minerals & Waste	304	241	201	-40	-17	-9	-3
+0	- Historic Environment	53	108	144	+36	+33	+0	+0
+1	- Flood Risk Management	422	344	305	-39	-11	+0	+0
-311	- Highways Development Management	0	20	-339	-359	-1,769	-440	+0
-39	- Growth & Economy other	165	393	349	-44	-11	-48	-29
+0	Major Infrastructure Delivery	0	277	241	-36	-13	+0	+0
	Passenger Transport							
+43	- Park & Ride	199	146	518	+372	+256	+83	+42
-408	- Concessionary Fares	5,393	4,521	4,083	-438	-10	-508	-9
-39	- Passenger Transport other	2,342	1,783	2,057	+274	+15	-39	-2
0	Direct Grants	0	0	0	0	+0	+0	0
-830	Total Strategy & Development	9,867	8,547	8,430	-117	-1	-1,037	-11
-112	Total Place & Economy Services	42,091	56,553	53,236	-3,317	-6	+234	+1
	MEMORANDUM							
£'000	Grant Funding	£'000	£'000	£'000	£'000	%	£'000	%
0	- Combined Authority funding	-21,673	0	0	+0	+0	+0	+0
0	- Street Lighting - PFI Grant	-3,944	-2,958	-2,958	+0	+0	+0	+0
0	- Waste - PFI Grant	-2,611	-1,958	-1,959	-1	+0	+0	+0
+0	Grant Funding Total	-28,228	-4,916	-4,917	-1	0	0	+0

APPENDIX 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

Service	Current Budget for 2017/18 £'000	Current Variance		Variance	
		£'000	%	£'000	%
Executive Director	1,566	+127	+6	+317	+20
<p>The review of Senior management within P&E has completed with implementation on 1st February 2018. This limits the amount of savings that can be made in this financial year. The full year will save up to £250k. The forecast spend also includes a number of one-off subscriptions.</p>					
Waste Disposal incl PFI	34,080	-1,639	-5	+1,541	+5
<p>The Waste PFI budget to forecasting a £1.54m overspend. This is mainly due to the Mechanical Biological Treatment (MBT) plant performing below the budgeted level of performance (which has now been addressed in the Business Plan for 2018/19 by rebasing the budget). Also, the pressure is due to lower levels of Third Party Income through the contract, an increase in the amount of bulky waste collected that is sent direct to landfill, an increased quantity of material rejected from the In-Vessel Composting process, rising costs for recycling wood and rigid plastics collected at Household Recycling Centres and a shortfall in the delivery of savings for the current financial year.</p> <p>With only one month left on the financial year the forecast position becomes firmer although performance levels could still further change. This forecast assumes the same level of MBT performance for the rest of the financial year, and includes the underspend on recycling credits, the Waste Collection Authority baseline adjustment, and a prior-year adjustment related to disputed invoices.</p> <p>A number of predicted underspends have been identified across P&E, (either one-off, which will help offset the waste pressure this financial year, or ongoing, which are reflected in the Business Plan) which can be used to offset the pressure in waste. The areas which are predicted to underspend (or achieve additional income) are Concessionary Fares, Traffic Signals, Streetlighting, Highways income and City centre access cameras.</p>					
Traffic Management	1,384	-288	-21	-211	-15
<p>The signals budget is expected to underspend by £100k mainly due to savings from a new contract and savings on energy. There is also expected to be an increase in income of £65k for Temporary Traffic Regulation Orders (TTRO), however the income for New Roads and Street Works Act (NRSWA) charges is behind expected budgeted position. This underspend will be used to help cover the pressure on the Waste budget.</p>					

Winter Maintenance	1,990	-30	0	+730	+37
<p>This budget is expected to overspend due to the number of gritting runs that have taken place in November to February compared to previous years. For this year 69.5 runs have taken place compared to 42.5 runs that took place for the whole of last year. We are now forecasting around 80 runs for the year based on the estimated expected runs for the remainder of the year comparing to previous years. The latest predicted forecast which includes the severe weather period is a £730k overspend.</p>					
Parking Enforcement	0	-1,070	+163	-240	0
<p>Income from City centre access cameras is currently ahead of budget, due to new cameras but the level of income is not expected to continue as drivers get used to the new restrictions.</p>					
Street Lighting	9,505	-76	-1	-409	-4
<p>We are currently forecasting the Street Lighting budget to be £409k under spent. This is due to the higher number of deductions for performance failures than expected, which were made in line with the PFI contract and relate to adjustments due under the contract Payment Mechanism regarding performance. An element of this forecast outturn is also due to project synergy savings which have now been realised in this financial year.</p>					
Highways other	438	-36	+38	-523	-119
<p>Additional Highways income that has been achieved would normally be re-invested in preventative maintenance work but until the spend on the Waste budget is clearer, this funding will be held to cover the pressure on the Waste budget. This budget is also expected to cover an overspend on the winter maintenance service.</p>					
Libraries	3,406	-313	-10	-115	-3
<p>Projected savings in Libraries are due to a number of staffing vacancies within the service which are now in the process of being recruited to.</p>					
Coroners	780	+254	+37	+179	+23
<p>Costs in this area have increased due to more deaths and also an increase in costs relating to Assistant Coroners handling complex cases. There is also an increase in inquest costs due to the large case load.</p>					
Highways Development Management	0	-359	-1,769	-440	0
<p>Section 106 and section 38 fees have come in higher than expected for new developments and is expected to lead to an overachievement of income. However, this is an unpredictable income stream and the forecast outturn is updated regularly.</p>					

Concessionary Fares	5,393	-438	-10	-508	-8
The projected underspend is based on the final spend in the last financial year and currently the initial indications are that this level of underspend will be achieved this year. This underspend will be used to help cover the pressure on the Waste budget.					

The table below outlines the additional grant income, which is not built into base budgets.

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	32,051
Waste PFI Grant		-80
Reduction to match Combined authority levy		-1,327
Adult Learning & Skills - now being reported under People & Communities		-2,418
Non-material grants (+/- £30k)		+2
Total Grants 2017/18		28,228

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	38,682	
Apprenticeship Levy	61	
Implementation of the Corporate Capacity Review	-698	
Allocation of Waste inflation	200	
Waste – allocation of demand funding to cover increased costs	170	
Adjustment to match Combined authority levy	1,327	
Use of earmarked reserve – Asset Information records	45	
Use of earmarked reserve – Transport Strategy & Policy	200	
Use of earmarked reserve – Flood Risk Management	42	
Use of earmarked reserve – Former Whippet Bus Routes	118	
Transfer of Service from Corporate Services – Green Spaces	56	
Adult Learning & Skills - now being reported under People & Communities	-180	
Transfer of Service from Corporate Services – Cultural Services	427	
Allocation of budget to match insurance charges	1,676	
Non-material virements (+/- £30k)	-35	
Current Budget 2017/18	42,091	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2017	Movement within Year	Balance at 28th February 2018	Yearend Forecast Balance	Notes
	£'000	£'000	£'000	£'000	
General Reserve					
Service carry-forward	2,229	(2,229)	0	0	To be transferred to central reserve
Sub total	2,229	(2,229)	0	0	
Equipment Reserves					
Libraries - Vehicle replacement Fund	218	(218)	0	0	
Sub total	218	(218)	0	0	
Other Earmarked Funds					
Deflectograph Consortium	57	0	57	57	Partnership accounts, not solely CCC
Highways Searches	55	0	55	0	
On Street Parking	2,286	0	2,286	2,500	
Bus route enforcement	117	(117)	0	0	
Streetworks Permit scheme	98	0	98	0	
Highways Commuted Sums	620	81	700	700	
Asset Information records	0	0	0	0	
Streetlighting - LED replacement	0	200	200	0	
Community Transport	0	444	444	444	
Guided Busway Liquidated Damages	1,523	(881)	642	500	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	59	0	59	59	
Strategic Transport Corridor Feasibility Studies	0	0	0	0	
Flood Risk funding	0	20	20	0	
Proceeds of Crime	356	0	356	356	
Waste - Recycle for Cambridge & Peterborough (RECAP)	291	0	291	250	Partnership accounts, not solely CCC
Fens Workshops	61	(61)	0	0	
Travel to Work	211	0	211	211	Partnership accounts, not solely CCC
Steer- Travel Plan+	72	0	72	72	
Northstowe Trust	101	0	101	101	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k - IMO	36	3	38	0	
Other earmarked reserves under £30k - S&D	(188)	(46)	(234)	0	
Sub total	5,989	(358)	5,631	5,484	
Short Term Provision					
Mobilising Local Energy Investment (MLEI)	669	0	669	0	
Sub total	669	0	669	0	
Capital Reserves					
Government Grants - Local Transport Plan	0	25,368	25,368	0	Account used for all of ETE
Government Grants - S&D	786	14,130	14,916	0	
Government Grants - IMO	0	0	0	0	
Other Capital Funding - S&D	5,788	(1,422)	4,366	5,000	
Other Capital Funding - IMO	699	234	933	200	
Sub total	7,274	38,310	45,584	5,200	
TOTAL	16,379	35,505	51,884	10,684	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2017/18						TOTAL SCHEME	
Original 2017/18 Budget as per BP	Scheme	Revised Budget for 2017/18	Actual Spend (February)	Forecast Spend - Outturn (February)	Forecast Variance - Outturn (February)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
200	- Major Scheme Development & Delivery	200	115	212	12	200	0
682	- Local Infrastructure Improvements	1,014	528	901	-113	863	0
594	- Safety Schemes	594	55	390	-204	594	0
345	- Strategy and Scheme Development work	601	589	502	-99	345	0
2,362	- Delivering the Transport Strategy Aims	4,501	1,610	2,533	-1,968	4,178	0
23	- Air Quality Monitoring	23	0	11	-12	23	0
14,516	- Operating the Network	16,255	9,351	14,290	-1,965	16,248	0
	Infrastructure Management & Operations Schemes						
6,269	- £90m Highways Maintenance schemes	6,000	2,988	4,967	-1,033	90,000	0
0	- Pothole grant funding	1,155	853	1,155	0	1,155	0
395	- Waste Infrastructure	395	7	153	-242	5,120	0
2,060	- Cambridgeshire Archives	1,975	85	171	-1,804	5,180	0
284	- Community & Cultural Services	1,993	373	561	-1,432	3,042	0
0	- Street Lighting	752	0	752	0	736	0
0	- National Productivity Fund	2,890	1,787	2,858	-32	2,890	0
0	- Challenge Fund	1,200	478	1,200	0	6,250	0
0	- Safer Roads Fund	350	177	350	0	1,175	0
	Strategy & Development Schemes						
4,370	- Cycling Schemes	5,149	2,301	2,281	-2,868	17,598	0
850	- Huntingdon - West of Town Centre Link Road	1,510	547	665	-845	9,116	0
25,000	- Ely Crossing	25,891	19,396	22,080	-3,811	36,000	0
0	- Chesterton Busway	200	241	206	6	200	0
1,370	- Guided Busway	1,200	174	500	-700	148,886	0
11,667	- King's Dyke	6,000	910	1,624	-4,376	13,580	0
0	- Wisbech Access Strategy	449	343	456	7	1,000	0
1,000	- Scheme Development for Highways Initiatives	1,000	91	5	-995	1,000	0
100	- A14	342	319	310	-32	25,200	0
250	- Energy Efficiency Fund	250	117	166	-84	1,000	0
0	- Carbon Reduction	103	103	103	0	214	0
0	- Soham Station	500	14	200	-300	6,700	0
	Combined Authority Schemes	624	207	624	0	55	0
	Other Schemes						
3,590	- Connecting Cambridgeshire	4,217	1	850	-3,367	36,290	0
0	- Other Schemes	200	200	200	0	200	0
75,927		87,533	43,960	61,276	-26,257	435,038	0
-9,664	Capital Programme variations	-15,022		492	15,514		
66,263	Total including Capital Programme variations	72,511	43,960	61,768	-10,743		

The increase between the original and revised budget is partly due to the carry forward of funding from 2016/17, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2016/17 financial year. The phasing of a number of schemes has been reviewed since the published business plan and this has included a reduction in the required budget in 2017/18, for King's Dyke. This still needs to be agreed by GPC.

Three additional grants have been awarded since the published business plan, these being Pothole grant funding, the National Productivity fund and the Challenge Fund.

The Capital Programme Board have recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when slippage exceeds this budget. The allocations for these

negative budget adjustments have been calculated and shown against the slippage forecast to date.

Safety schemes

The A141 Wimblington Signals scheme was expected to require a budget of £350k this year, but the target price quotations received from Skanska indicate that the budget required is only likely to be £150k.

Delivering the Transport Strategy Aims

Projected delay in expenditure for a number of scheme with different issues. Norwood Road continues to be delayed by Network Rail issues. Witchford Cycleway delayed by the location of a gas main and Cadents request to supervise trial hole excavation work, not being available when requested, thereby delaying the scheme by 3 weeks. Histon/Impington scheme postponed to the next financial year to coincide with programme signals refurbishment.

Operating the Network

Signals -The A505 Duxford Imperial War Museum project will need less funds to be delivered. As the existing ducting infrastructure was of good quality this will not need the usual replacement. Another scheme for Stratos System Development will incur no costs this year, as there is currently no product available from our supplier.

One of the signals schemes will be delayed until 2018/19, as traffic modelling work needs to be completed to determine the final design options. The scheme is on Cherry Hinton Road, Cambridge at the Queen Ediths Way / Robin Hood junction. The scheme is funded by developer contributions and expected cost is £556k.

Carriageway maintenance - Some carriageway schemes delayed due to the impact of the drought damaged roads challenge fund programme. Also impact on available resources and diversion route clashes.

Footway slurry seal/re-tread and barrier work is programmed for March but some work is expected to slip into 18/19. The design work delayed the schemes and now obtaining the road closures for the re-tread sites has impacted spend for the re-tread and Footway slurry seal.

There are also consultations with drainage boards required for the barrier sites which will delay delivery until next year.

The recent weather has caused delays as temperatures have been too low for night work for patching and with the snow. unable to lay tarmac.

£90m Highways Maintenance schemes

Schemes funded by money from prudential borrowing tend to be those highway maintenance schemes that involve re-surfacing, rather than the lower cost surface dressing. Re-surfacing involves a greater level of pre-construction work due to the removal and replacement of the top layer of the road surface. The removal of the top surface has the potential to expose buried infrastructure. In order to reduce the risk of damaging the underlying infrastructure significant up front investigation is required. The findings of the investigatory work determines the level of design required before construction commences. This process is resource intensive, especially when the investigations

highlight the need for a greater level of design work. This has resulted in some schemes not being completed this financial year and will be carried forward into the new financial year.

Challenge Fund

The challenge fund programme of schemes has been scheduled for completion over this year and next financial year, as the award of funding was not made until the autumn of 2017. The first Cambridgeshire scheme, the A1101 at Mildenhall, has also had an initial target price quotation that was almost £1m over budget. The decision was taken by the Project Board to amend the scope of the project and request further quotations through Skanska's supply chain. It was understood that this would delay the start of the first scheme by 3 weeks, which has subsequently affected the spend profile. This change in spend profile was notified to the DfT and no concerns have been raised.

Safer Roads Fund

A successful bid was made to Department for Transport (DfT) to secure £1,300,000 worth of funding from the Safer Roads Fund. This funding is specifically for safety improvements on the A1303. The scheme will be completed in 2018/19.

The initial target price quotation received in early February was £800k over budget, partly due to the requirement to deliver a significant proportion of the scheme by the end of the year, but also due to the scope of the scheme and limited number of supply chain prices received by Skanska. To ensure an minimum acceptable level of value for money could be demonstrated, the decision was taken to re-scope the scheme, extend the programme and resubmit requests for quotations from Skanska's wider supply chain. This has clearly altered the spend profile for this scheme, which will shortly be notified to the DfT.

Waste Infrastructure

Due to the complexity of issues to identify suitable alternative sites and ongoing discussions with key stakeholders, this project has not progressed as quickly as we would have liked.

Community & Cultural Services

Cambourne Library - Work is currently underway on designing & reconfiguration of the building & library space working with Property Services and the Children's Centre based in the building, with a view to making effective use of existing funding from Cambourne 950 and future funding from Cambourne West. Work is expected to commence in 2018/19 and is fully funded by developer contributions.

Community Hubs - Sawston

Construction has yet to commence, expenditure to date has been on design and planning fees. The delay to the start of construction is due to protracted negotiations in the planning stages. We are currently finalising legal arrangements with our partners and once complete construction can be mobilised, so the majority of expenditure will be next financial year.

Cambridgeshire Archives

When last assessed it was assumed that a third of the construction work would be delivered in 2017/18. The latest schedule received from the Contractor indicates that all construction work will now start in May 2018, therefore £3.778m of the £3.817m capital budget will be required in 2018/19. However, the scheme is still on track to complete in 2018/19.

King's Dyke

Whilst Kier, the appointed contractor, has now commenced on the Stage 1 contract for detailed design, progress has been slower than expected owing to delays in agreeing access to land for surveys and ground investigation which has limited the design that can be undertaken and reduced this year's expenditure on Stage 1 of the contract.

It was also anticipated that significant land costs would be paid in 2017/18. However, this is now highly unlikely and these costs will roll into 2018/19. This will mean that £1.62m of this year's allocation of £6m is expected to be spent.

The current business plan forecast remains at £13.6m based on early estimates. As previously reported to Economy and Environment (E&E) Committee, the estimated cost could increase and an upper possible figure of £16.9m was indicated. The scheme costs will become more robust as the design progresses. Any additional funding requirements, will be reported to the E&E Committee and GPC.

Ely Southern By Pass

Some significant risks have emerged during construction requiring additional work. These will increase the outturn cost of the scheme significantly. The completion date is likely to be late Summer/Autumn 2018.

The current expected expenditure for the 2017/18 financial year is £3.8m below this year's £25.89m budget allocation. This results from the extended construction programme. As a reduced quantity of construction work is anticipated during the 2017/18 financial year, there is in turn a reduced anticipated spend which will now be incurred next year, together with additional costs.

General Cycling

The budget for 2017/18 was £335,000. Although spend will be much less, the unspent budget available will run into 2018/19.

£200,000 of the budget is for cycleway improvements between Barton and Cambridge. Originally the target cost received from the contractor exceeded the available budget, so the scheme had to be de-scoped to fit the budget available and the target cost revised. The work has now been ordered, and the contractor is mobilising for a start in April.

Although works have been completed on Huntingdon Road, the contractor has not yet issued the final account, thus spend is lower than expected at this time.

S106 cycling schemes

Works to construct the Bar Hill to Longstanton cycleway are not able to start until A14 works in the area are complete, thus spend remains very low.

Abbey-Chesterton Bridge

This project is still in the process of discharging planning conditions to enable works to start on site, as per below.

Originally, planned spend for 2017/18 was £1,917,000 but now looks to be £330,000. The planning application was submitted in July 2016 and it was anticipated that this process would complete by Autumn 2016, with construction of the bridge in late 2017, and thus significant construction related spend could be achieved.

The planning permission was not granted until February 2017 following the need to submit multiple packages for certain aspects of the application. Construction now looks likely to commence in May 2018, though this is dependent upon discharging the pre-start planning conditions.

Significant spend will not be encountered until the construction work actually commences, thus the majority of spend will now come in 2018/19 rather than 2017/18.

The required scrub clearance and tree felling work has been completed before the bird nesting season commences.

Huntingdon – West of Town Centre Link Road

The outturn for the scheme has reduced to £665,000 from £1,510,000, this is due to land cost claims which have not been resolved as anticipated and it is now expected these claims will be resolved in 2018/19.

Cambridge Cycling infrastructure

This is the programme of S106 funded cycling projects in Cambridge. The funding is generally not time limited, and thus any underspend rolls into the next year. The original planned spend was £1,580,000 but now looks to be around £94,000. This is a consequence of public consultation and scheme development work being extended, not least Queen Edith's Way, which is the project with the largest single budget.

Cycle City Ambition Grant

- A10 Harston - Scheme substantially complete with minor works required to tidy up verges. Current spend suggests a slight overspend for the year, but a contribution from the Traffic Signals Team towards the costs is yet to be received, along with money coming back from utility companies (payments made in advance, and typically the extent of works is less, so there is usually a reimbursement element), so therefore spend is forecast at £1,170,000 for the year;
- Quay to Lode - Scheme substantially complete - 2km new village link. Final costs coming in slightly higher than the original spend forecast of £451,000 for the year, due to the need to import more sub-base material to address level differences.

Major Scheme Development and Delivery - Relocation of BT poles has been ordered in advance of a new foot and cycleway being built in the future on the A1198 between Papworth and Cambourne. Preliminary design work is underway to determine the feasibility of improved street lighting on West Fen Road, Ely and a new foot and cycleway between Burwell and Exning.

Milton Road to Cambridge North Station - This project is now substantially complete apart from some minor snagging issues. The previous Network Rail Track is to become public highway and the adoption process is underway. There will be some fees and charges associated with this process either in 2017/18 or 2018/19 depending on the date of adoption.

Cambridgeshire Busway Lighting - This project is now complete and operational. There is a requirement to pass on a commuted sum of £50k for maintenance purposes from 2018/19.

Scheme Development for Highways Initiatives

To shortlist schemes for development, discussions have been required with Members. This has meant that the Committee did not approve schemes for development until February 2018 meaning that new schemes could not be developed until this point.

Soham Station

Network Rail who will be carrying out the GRIP3C (Governance to Railway Investment Projects 3C) Approval in Principle and Outline Design work on this scheme have submitted a spend profile that is not as was originally expected. This means that more spend will be carried out in 2018/19 than was originally planned. Due to the increase in cost for the next stage of work, further discussion was required before work could progress with the next stage of GRIP3C which lead to some delays.

The next stage of the project GRIP3C will be funded via £1m from CCC Capital and £1.5m from the Combined Authority. The Combined Authority has confirmed that it will part fund the GRIP3C study and has given conditional approval with full approval anticipated at its board meeting in late March 2018 as part of its capital programme.

Guided Busway

Part one compensation payments in relation to the busway are only expected to be a maximum of £500k in this financial year.

Connecting Cambridgeshire

Expenditure in this year will be lower than estimated in relation to the BT contract. To confirm, delivery is on track but expenditure has been re-phased, and therefore the funding will be required next financial year.

Capital Funding

2017/18				
Original 2017/18 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2017/18 £'000	Forecast Spend - Outturn (February) £'000	Forecast Funding Variance - Outturn (February) £'000
17,991	Local Transport Plan	17,815	15,803	-2,012
2,483	Other DfT Grant funding	20,007	18,388	-1,619
19,231	Other Grants	10,367	5,991	-4,376
4,827	Developer Contributions	6,418	2,289	-4,129
18,992	Prudential Borrowing	21,621	10,045	-11,576
12,403	Other Contributions	11,305	8,760	-2,545
75,927		87,533	61,276	-26,257
-9,664	Capital Programme variations	-15,022	11,235	26,257
66,263	Total including Capital Programme variations	72,511	72,511	0

Funding	Amount (£m)	Reason for Change
Rolled Forward Funding	6.0	This reflects slippage or rephasing of the 2016/17 capital programme to be delivered in 2017/18 which will be reported in August 17 for approval by the General Purposes Committee (GPC)
Additional / Reduction in Funding (Specific Grant)	-9.0	Rephasing of grant funding for King's Dyke (-£1.0m), costs to be incurred in 2018/19. Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (-£8.3m)
Revised Phasing (Section 106 & CIL)	-0.8	Revised phasing of Guided Busway spend and receipt of developer contributions.
Revised Phasing (Other Contributions)	-3.2	Revised phasing of King's Dyke spend
Additional Funding / Revised Phasing (DfT Grant)	16.3	New Grant funding – National Productivity Fund (£2.9m), Pothole Action Fund (£1.2m), Challenge Fund (£3.5m) and Safer Roads Fund (£1.2m). Grant funding for Ely Crossing now direct from DfT previously part of Growth Deal funding (£11.3m)
Additional / Reduction in Funding (Prudential borrowing)	-1.0	Rephasing of grant funding for Ely Crossing reduced the requirement for borrowing (-£3.0m). Brought forward borrowing to fund DfT Challenge Fund schemes (£2.25m).

The increase between the original and revised budget is partly due to the carry forward of funding from 2016/17, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2016/17 financial year. The phasing of a number of schemes have been reviewed since the published business plan and this has included a reduction in the required budget in 2017/18, for King's Dyke.

Four additional grants have been awarded since the published business plan, these being Pothole grant funding, the National Productivity fund, Challenge Fund and Safer Roads Fund.

APPENDIX 7 – Performance (RAG Rating – Green (G) Amber (A) Red (R))

a) Economy & Environment

Economy & Environment									
Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Connecting Cambridgeshire									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of take-up in the intervention area as part of the superfast broadband rollout programme	High	N/A	New indicator for 2016/17 To 30 November 2017	49.4%	Contextual		Figures to the end of November 2017 show that the average take-up in the intervention area has increased from 46.79%.in July 2017 to 49.4% at the end of November 2017.	
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of premises in Cambridgeshire with access to at least superfast broadband	High	N/A	New indicator for 2016/17 To 31 December 2017	95.8%	95.2% by June 2017	G	G	Figures have risen to 95.8% as at the end of December 2017. The 2016/17 target is based on estimated combined commercial and intervention superfast broadband coverage by the end of June 2017.
Economic Development									
Quarterly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	% of 16-64 year-old Cambridgeshire residents in employment: 12-month rolling average	High	↑	To 30 September 2017	79.2%	80.9% to 81.5%	A	A	The latest figures for Cambridgeshire have recently been published by the Office for National Statistics (ONS). The 12-month rolling average is 79.2%, which is a slight increase from the last reported quarterly rolling average figure of 78.5% as at the end of June 2017. This said, it is still below the 2016/17 target range of 80.9% to 81.5%. It is above both the national figure of 74.5% and the Eastern regional figure of 77.3%.

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									79.6% are employed full time and 20.4% are employed part time.
	'Out of work' benefits claimants – narrowing the gap between the most deprived areas (top 10%) and others	Low	↓	November 2016	10.8%:4.8% Ratio of most deprived areas (Top 10%) to all other areas Gap of 6.0 percentage points	Gap of <=6.0 percentage points Most deprived areas (Top 10%) Actual <=11.5%	G	A	The 2016/17 target of <=11.5% is for the most deprived areas (top 10%). Latest figures published by the Department for Work and Pensions show that, in August 2016, 10.8% of people aged 16-64 in the most deprived areas of the County were in receipt of out-of-work benefits, compared with 4.8% of those living elsewhere in Cambridgeshire. The gap of 6.0 percentage points is lower than the last quarter and is currently achieving the target of <=6.5 percentage points.
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Additional jobs created	High	↑	To 30 September 2016	+12,600 (provisional)	+3,500	G	G	The latest provisional figures from the Business Register and Employment Survey (BRES) show that 12,600 additional jobs were created between September 2015 and September 2016 compared with an increase of 6,300 for the same period in the previous year. This means that the 2016/17 target of +3,500 additional jobs has been achieved. This information is usually published late September/early October each year, for the previous year, by the Office for National Statistics (ONS) as part of the BRES Survey. BRES is the official source of employee and employment estimates by detailed geography and industry. The survey collects employment

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									information from businesses across the whole of the UK economy for each site that they operate.
Passenger Transport									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Guided Busway passengers per month	High	↓	To 31 January 2018	352,726		Contextual		The Guided Busway carried 352,726 passengers in January. There have now been over 22.3 million passengers since the Busway opened in August 2011. The 12-month rolling total is 4.0 million.
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Local bus passenger journeys originating in the authority area	High	↑	2016/17	Approx. 18.7 million	19 million	A	A	There were over 18.7 million bus passenger journeys originating in Cambridgeshire in 2016-7. This represents an increase of almost 2% from 2015-6; this growth can probably be attributed to the continued increase in passenger journeys on the guided busway. As predicted last year the target of 19 million bus passenger journeys was not achieved, but it still is anticipated that there is a chance of growth in the future through the City Deal and if so, this will take place in 2017-8 at the earliest.
Planning applications									
Monthly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	High	↔	To 31 February 2018	100%	100%	G	G	15 County Matter planning applications have been received and determined on time since the beginning of the 2017/18 financial year. There were 11 other applications excluded from the County Matter

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
									figures. These were applications that required minor amendments or Environmental Impact Assessments (a process by which the anticipated effects on the environment of a proposed development is measured). 100% of these were determined on time.
Traffic and Travel									
Yearly	Operating Model Outcomes: People lead a healthy lifestyle and stay healthy for longer & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	Growth in cycling from a 2004/05 average baseline	High	↑	2015	62.5% increase	70% increase	G	G	There was a 4.7 per cent increase in cycle trips in Cambridgeshire in 2015. Overall growth from the 2004-2005 average baseline is 62.5 percent which is better than the Council's target of 46%.
	% of adults who walk or cycle at least once a month – narrowing the gap between Fenland and others	High	↓	October 2016	Fenland = 73.7% Other excluding Cambridge = 80.6%	Fenland = 86.3%	A	A	Latest figures published by the Department for Transport show that in 2015/16, 73.7% of Fenland residents walked or cycled at least once a month. This a reduction compared with 2014/2015 (81.1%). It is worth noting that because the indicator is based on a sample survey, the figure can vary from one survey period to the next, and the change since 2013/14 is not statistically significant. For instance the sample size for Fenland was 360 people and the sample size for the whole of Cambridgeshire was 2,323. Excluding Cambridge, the latest figure for the rest of the County is approximately 80.6%. The gap of 7.0 percentage points is less than the 204/15 gap of 8.3 percentage points. The 2012/13 baseline gap was 8.7 percentage points.

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
Yearly	Operating Model Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents								
	The average journey time per mile during the morning peak on the most congested routes	Low	↓	September 2015 to August 2016	4 minutes 52 seconds	4 minutes	R	A	At 4.52 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is better than the previous year's figure of 4.87 minutes. The target for 2017/18 is to reduce this to 4 minutes per mile.

c) ETE Operational Indicators

Frequency	Measure	What is good?	Dir'n of travel	Latest Data		2017/18 Target	Current status	Year-end prediction	Comments
				Period	Actual				
ETE Operational Indicators									
Monthly	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of Freedom of Information requests answered within 20 days	High	↓	To 31 January 2018	88.6%	90%	A	G	35 Freedom of Information requests were received during January 2018. Provisional figures show that all 31 (88.6%) of these were responded to on time. 212 Freedom of Information requests have been received since April 2017 and 95.9% of these have been responded to on-time. This compares with 93.2% (out of 276) and 98.1% (out of 265) for the same period last year and the year before.
	Operating Model enabler: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us								
	% of complaints responded to within 10 days	High	↑	To 31 January 2018	95%	90%	G	G	40 complaints were received in January 2018. 38 (95%) of these were responded to within 10 working days. The year-to-date figure is currently 93%.
	Operating Model enabler: Having Councillors and officers who are equipped for the future								
	Staff Sickness - Days per full-time equivalent (f.t.e.) - 12-month rolling total. A breakdown of long-term and short-term sickness will also be provided.	Low	↔	To 31 January 2018	3.4 days per f.t.e.	6 days per f.t.e	G	G	The 12-month rolling average has remained roughly the same at 3.4 days per full time equivalent (f.t.e.) and is below (better than) the 6 day target. During February the total number of absence days within Place and Economy was 199 days based on 510 staff (f.t.e) working within the Service. The breakdown of absence shows that 110 days were short-term sickness and 89 days were long-term sickness.

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red have not yet taken place or details not yet confirmed

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
1.	The Budget and ETE Business Planning Process	To provide an understanding of the process	Amanda Askham	Wednesday 9 th August 2017 10-12 noon	KV Room	Seminar	E and E Ctte and Subs	6 (no individual details provided)	10% of full Council Membership
2.	Introduction to Major Infrastructure Delivery	To provide an understanding of the subject	Stuart Walmsley	28th November 2017	KV Room	Seminar	All	David Ambrose Smith Henry Bachelor Ian Bates Anna Bradnam Kevin Cuffley John Gowing Anne Hay Joan Whitehead Donald Adey Bill Hunt Nichola Harrison Josh Schumann Tim Wotherspoon Lorna Dupre	26% of full Council Membership 40% of main E and E Committee membership

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red have not yet taken place or details not yet confirmed

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
								Anna Bailey Matthew Shuter	
3.	Ely Bypass Site Visit	To view the site to help gain a better understanding of the issues	Brian Stinton/ Stuart Walmsley	Friday 25 th August 2017 10 a.m. - 1.p.m.	On site	Site Visit	E and E Ctte and Subs	David Ambrose Smith Ian Bates Henry Batchelor Lorna Dupre Ian Gardener Bill Hunt Tom Sanderson Tim Wotherspoon	24% of full Council membership 30% of main E and E Committee membership
4.	Waterbeach Waste Management Park site visit [Organised by H&CI Committee]	To help provide a better understanding of the subject	Adam Smith	Mon 12th Feb 2018 11am – 2pm	On site	Site Visit	H and C Ctte – invitation also extended to E and E Committee	Ian Bates Henry Batchelor David Connor Sebastian Kindersley	7% of full Council membership 20% of main E and E Committee

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red have not yet taken place or details not yet confirmed

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
									membership
5.	The Combined Authority	To provide an understanding of the Authority and its relationship to the County Council and other partners	Martin Whiteley from the Combined Authority	Friday 16 March 2018 - part of Member seminar 10.30am a one hour plus slot	KV Room	Topic on Monthly Member Seminar	All		
6.	Connecting Cambridgeshire – Digital Connectivity	To update Members on Progress and to help provide a better understanding	Noelle Godfrey	Mon 4th Sep 2017 2-3pm	KV Room	Seminar	All	David Ambrose Smith, Ian Bates, Adela Costello, Lorna Dupre, Lis Every, Mark Howell, David Jenkins, Noel Kavanagh, John	16% of Council membership 50% of main E and E Committee membership

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red have not yet taken place or details not yet confirmed

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
								Williams, Tim Wotherspoon,	
7.	County's role in Growth and Development	To update Members on progress and to help provide a better understanding	Sass Pledger, Juliet Richardson	Mon 2 nd Oct 2017 2-4pm	KV Room	Seminar	All	Donald Adey David Ambrose Smith Ian Bates Anna Bradnam Steve Criswell Lis Every Lynda Harford Anne Hay Linda Jones Lina Joseph Noel Kavanagh Joshua Schumann	20% of Council membership 40% of main E and E Committee membership
8.	Flood Risk Management Strategy and work	To help provide a better understanding of	Sass Pledger, Julia Beeden	Wed Oct 25 th 2017 2-4pm	KV Room	Seminar	All	Ian Bates Anna Bradnam John Gowing	13% of Council membership

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red have not yet taken place or details not yet confirmed

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
		the subject						Mark Howell Tom Sanderson Joan Whitehead John Williams Tim Wotherspoon	30% of main E and E Committee membership
9.	Energy Strategy and Work	To help provide a better understanding of the subject and provide a progress update	Sass Pledger, Sheryl French	Mon 13 th Nov 2017 10am-12pm	KV Room	Seminar	All	Ian Bates Anna Bradnam John Gowing Mark Howell Joshua Schumann Terry Rogers	10% of full Council membership 10% of main E and E Committee membership
10.	County Planning Minerals and Waste	To help provide a better understanding of	Sass Pledger, Emma Fitch	Wed 29 th Nov 2017 2-4pm	KV Room	Seminar	All	David Connor Anna Bradnam Ian Gardener John Gowing	13% of full Council membership

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red have not yet taken place or details not yet confirmed

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
		the subject and provide a progress update						Lynda Harford Terry Rogers Joan Whitehead John Williams	20% of main E and E Committee membership
11.	Major railway projects	To help provide a better understanding of the subject and provide a progress update	Jeremy Smith	Mon 18 th Dec 2017 2-4pm	KV Room	Seminar	All	Donald Adey David Ambrose Smith Anna Bradnam John Gowing Ian Bates Lis Every Bill Hunt Terry Rogers Joan Whitehead John Williams	16% of full Council membership 40% of main E and E Committee membership
12.	A14 site visit (Possibly to also include H&CI Cttee. depending on number of	To see the progress on the construction and to be given more details on site	Stuart Walmsley / Highways England	2 p.m. 10th April	On site Swavesey	Site Visit	E and E Cttee		

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red have not yet taken place or details not yet confirmed

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
	spaces available as only 12 sets of safety clothing)								
13.	Bus Bill	Review of supported bus services explaining the economies and constraints of running a commercial bus service.	Paul Nelson	2nd February	KV Room	Taken as part of the Member Monthly Seminar	All	Anna Bailey Anna Bradnam Adela Costello Steve Count Steve Criswell Kevin Cuffley Lorna Dupre Lis Every John Gowing Anne Hay Roger Hickford Mark Howell Peter Hudson Bill Hunt Linda Jones Noel	39% total Council Membership 20% of main E and E Committee membership

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red have not yet taken place or details not yet confirmed

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
								Kavanagh Ian Manning Mac McGuire Lucy Nethsingha Terry Rogers Mike Shellens Mandy Smith Joan Whitehead John Williams	
14.	Section 106		TBC	TBC					
15.	New Developments		TBC	TBC					

ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN

Published on 3rd April 2018
Revised 4th April 2018



Cambridgeshire
County Council

Notes

Committee dates shown in bold are confirmed.

Committee dates shown in brackets and italics are reserve dates.

The definition of a key decision is set out in the Council's Constitution in Part 2, Article 12.

* indicates items expected to be recommended for determination by full Council.

+ indicates items expected to be confidential, which would exclude the press and public.

Additional information about confidential items is given at the foot of this document.

Draft reports are due with the Democratic Services Officer by 10.00 a.m. eight clear working days before the meeting.

The agenda dispatch date is six clear working days before the meeting.

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
12/04/18	Ely Bypass Costs	Brian Stinton	2018/021	29/03/18	03/04/18
	Cambridgeshire and Peterborough Minerals and Waste Local Plan – Preliminary Consultation	Ann Barnes	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
24/05/18	Re-procurement of the Archaeological Services Framework	Chris Nunn	2018/047	10/05/18	15/05/18
	Connecting Cambridgeshire Update	Noelle Godfrey	2018/008		
	Planning Obligations Strategy	Colum Fitzsimons	Not applicable		
	Waterbeach Supplementary Planning Document	Juliet Richardson	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
14/06/18 (reserve meeting)	Highways Response to West Cambridge Master Planning Report Author/Presenter:	Juliet Richardson	2018/040	31/05/18	05/06/18
	Bikeability Cycle Training Funding	Mike Davies	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
12/07/18	Waterbeach New Town Planning Application Response	Juliet Richardson	2018/041	28/06/18	03/07/18
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Business Planning	Graham Hughes	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
16/08/18 (reserve meeting)				02/08/18	07/08/18
13/09/18	Kings Dyke Contract Award Approval	Brian Stinton	2018/038	30/08/18	04/09/18
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
11/10/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	27/09/18	02/10/18
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
15/11/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	01/11/18	06/11/18
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Agenda Plan	Democratic Services	Not applicable		
06/12/18	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	22/11/18	27/11/18
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
10/01/19	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	21/12/18	31/12/18
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
07/02/19 (Reserve date)				24/01/19	29/01/19
14/03/19	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	01/03/19	05/03/19
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
11/04/19 (Reserve date)				28/03/19	02/05/19
23/05/19	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Business Planning	Graham Hughes	Not applicable		
	Economy and Environment Committee Training Plan	Tamar Oviatt-Ham / Tess Adams	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		

