

ECONOMY AND ENVIRONMENT COMMITTEE



Date: Thursday, 07 February 2019

Democratic and Members' Services
Fiona McMillan
Monitoring Officer

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/cc-conduct-code>
- 2. Minutes 10th January 2019 Economy and Environment Committee** **5 - 12**
- 3. Minute Action Log update** **13 - 18**
- 4. Petitions and Public Questions**

KEY DECISIONS

- 5. RLW Waterbeach New Town East Planning Application** **19 - 54**
- 6. Bourn Airfield Outline Planning Application Consultation Response** **55 - 88**

7. **Extending the Funding on Contractual Bus Services to the end of the 2019-20 Financial Year - report to follow**

DECISIONS

8. **Cambridgeshire and Peterborough Minerals and Waste Local Plan 89 - 258
- Further Draft Plan**

INFORMATION AND MONITORING

9. **Finance and Performance Report to the end of December 2018 259 - 300**
10. **Agenda Plan, Training Plan and Appointments to Outside Bodies, 301 - 320
Partnershp, Liaison, Advisory Groups and Council Champions**
11. **Date of Next Meeting 14th March 2019**

The Economy and Environment Committee comprises the following members:

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

Councillor David Ambrose Smith Councillor Henry Batchelor 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, 10th January 2019

Time: 10.00 a.m. to 10.50 a.m.

Present: Councillors: D Ambrose-Smith, I Bates (Chairman), D Connor, D Giles, L Harford (Substitute for Councillor Fuller), N Kavanagh, J Williams and T Wotherspoon (Vice- Chairman)

Apologies: Councillors H Batchelor, R Fuller and S Tierney

194. DECLARATIONS OF INTEREST

None

195. MINUTES

The minutes of the meeting held on 6th December 2018 were agreed as a correct record.

196. MINUTE ACTION LOG

As an update on Minute 163 titled 'Waterbeach New Town Spatial Framework and Infrastructure Delivery Plan Supplementary Planning Document Flood Zone Query' it was reported that officers were finalising the response to the application but could confirm it was within flood zone 1 and therefore low risk. However, additional mitigation might still be required to counter an extraordinary flooding event which could lead to a breach of the River Cam defences. This was being looked at with the developers.

The Minutes Action Log was noted.

197. PETITIONS AND PUBLIC QUESTIONS / REQUESTS TO SPEAK

None received at the relevant deadlines.

198. INTEGRATED TRANSPORT BLOCK FUNDING ALLOCATION PROPOSALS

This Report asked the Committee to consider the proposed allocation of the Integrated Transport block funding (ITB) for 2019/20 seeking Members' comments and support for the proposed projects to receive ITB funding for Delivering Transport Strategy Aims for the rolling 3-year period from 2019/20

An earlier version was reported to the Highway and Community Infrastructure (H&CI) Committee on 3rd December 2018. Following discussion, the report, (the same also was included on this Committee's December meeting) was withdrawn from both meetings to allow officers time to clarify some points raised around the prioritisation methodology. The Chairmen and Vice Chairmen of the two committees subsequently

agreed that the revised report only needed to come forward to this Committee. The requested full explanation of the prioritisation methodology and the criteria that was used was set out in Section 3 paragraphs 3.4 - 3.8 of the report.

As background it was explained that before the establishment of the Cambridgeshire and Peterborough Combined Authority (CA), funding for Local Transport Plan (LTP) capital grants from the Department for Transport (DfT) was received by the County Council as the local transport authority. With devolution, the CA was now responsible for the LTP and the associated funding, including the Integrated Transport Block capital grants. For the first two years the CA passported the LTP capital grant funding to the County Council. The LTP capital grants allocations received from the CA for the current year 2018/19 included:

- Integrated Transport Block (ITB) £3.190M,
- Highway Maintenance Block needs element £12.076M,
- Highway Maintenance Block incentive element £2.535M, and
- Pothole Action Fund £0.412M

The recommendations in the current report were subject to the CA's final budget due to be considered by the CA Board in February 2019 and in answer to a question, the expectation was that the amounts were expected to be approved at that meeting.

The report highlighted that most of the schemes with approved 2018/19 ITB funding were on track for completion, with variations explained in section 3 of the report. In view of the small annual budgets and cost of schemes, funding was on a multi-year basis to ensure that larger schemes with longer delivery timescales, but with potentially greater benefits, were not ruled out due to limited annual funding availability.

Schemes with the highest Total Score were proposed for allocation up to the limit of available 2019/20 funding, as shown in Appendix 1 to the report. As funding was limited to £1,178,500 (detailed in paragraph 3.3), larger high-scoring schemes were proposed for multi-year funding profiling. Appendix 3 listed Schemes scores from highest to the lowest. Eligible schemes assessed but not proposed for funding allocation in 2019/20 would remain in the Transport Investment Plan to be considered for other appropriate funding sources or for the next round of ITB funding.

In discussion:

- Referencing Appendix 3, one Member queried whether the schemes would still be decided on the criteria set out, as no scheme costs were included in the table and he further queried where the funding would come from and who would make the final decision on whether a scheme should go ahead. In response it was explained that this Committee in October had received a report with the suggested schemes and that in terms of funding, lower tier Councils should be looking to fund schemes from their developer contribution Community Infrastructure Levy and section 106 funding streams where possible. Where a Member believed there were other schemes that should be included for consideration in their area, it was up to them as the local Member to use the appropriate mechanisms to seek to have them added to the list.

- The same Member from Huntingdonshire again on Appendix 3 with reference to TIP ID 702 titled 'St Neots Eaton Ford, Great North Road, Cycle Route 4 – widening footway between Lowry Road and Queens Gardens' queried why this had the highest weighted score for the Huntingdonshire schemes, as in his opinion it was little used and had previously been widened. It was agreed that Officers should write to Councillor Giles with more detail on the justification for the eligibility scores. **Action: Elsa Evans Funding and Innovation Programme Manager.**
- In reply to a query from one Member to clarify the text under Paragraph 3.4 on which schemes would be eligible, it was confirmed that if they were not Greater Cambridge Partnership (GCP) schemes, Cambridge City schemes would be eligible for inclusion and would not automatically be taken out as had been suggested at an earlier Committee meeting.
- With reference to paragraph 5.7 'Public Health Implications' a Member highlighted the importance of encouraging sustainable forms of travel through the provision of footpaths and cycle paths in new developments in terms of their health and well-being benefits.
- One Member with reference to the funding allocation proposals asked why the air quality monitoring allocation of £23k was so low in view of the current well known concerns on air quality / pollution and asked how the figure was arrived at. It was explained that it was a historical figure that had been used for the last few years and only represented the County Council contribution which was only a small part of the overall budget for such activity. The District Councils, the responsible bodies, contributed far larger sums and also were responsible for deciding their priorities.
- In respect of the above, there was a query regarding whether the Greater Cambridge Partnership contributed to the air quality monitoring budget and if not, whether they could be approached. **Action: Officers to investigate**
- One Fenland Councillor made reference to a large development in Whittlesey which required a cycle-path to cross the A605 to enable access to a new school and asked how this could be achieved, as land values in Fenland were too low to yield the significant section 106 monies required to fund such schemes. The Member was advised to speak to the officers after the meeting on the mechanisms available to add schemes to the Transport Investment Plan, including information on seeking partner contributions, from the district council, the Highways Improvements budget and from the school itself.

It was resolved unanimously to:

- a) Support the allocation to the ITB budget categories and
- b) Support the prioritised projects in Appendix 1 of the officer's report for allocation of ITB Delivering Transport Strategy Aims category funding in 2019/20, and earmarked for 2020/21 and 2021/22, subject to the Cambridgeshire and Peterborough Combined Authority's final budget allocation.

199. COMMUNITY TRANSPORT MEMBERSHIP ELIGIBILITY

The Committee was reminded of the major review of Community Transport in Cambridgeshire that had culminated in an agreed Action Plan at a special Audit & Accounts Committee meeting in July 2018. One of the actions agreed read;

“Include in the revised Grant Agreement more detail around the expected checks of eligibility that recipients must undertake on new members. This should include some form of checking to independent documentary evidence to verify e.g. age, proof of address or other relevant documentation relating to the criteria under which membership is sought.”

The issue of eligibility criteria and the checks was discussed at a further meeting of the above referenced Committee on 31 October 2018 where it was agreed “That full checks should be required for all new members retaining documentary proof of said checks, along with spot checks being undertaken on members to ensure continued compliance.”

The report highlighted that the current eligibility criteria used by community transport operators in Cambridgeshire was inconsistent, both between schemes and against the requirements of the grant agreements. In addition, the schemes checking processes to ensure that members met the criteria were not as rigorous as was required by the Community Transport Action Plan, with no documentary evidence currently provided to any of the schemes.

In developing a consistent set of membership eligibility criteria for all schemes as a proposed best practice model, officers reviewed eligibility criteria from a sample of other schemes. The report suggested both new membership eligibility criteria to be used by community transport operators for community transport schemes grant funded by Cambridgeshire County Council and a process to check the eligibility and the evidence that should be used to assess applicants against this criteria.

The report proposed that criteria for eligibility should be standardised and restricted to the following:

- a) Must live within the area covered by the respective Dial-a-Ride scheme.
- b) There is no public transport available (limited or no transport).
- c) Although public transport is available, it does not run at times suitable (limited or no transport)
- d) Difficulty using public transport due to disability.
- e) Difficulty using public transport due to other reasons (including short term)

In addition, having assessed the eligibility checks carried out by schemes in London, Hertfordshire and Richmond, officers proposed a process for checking the eligibility of applicants against the above criteria detailed in Appendix 2 to the report. The proposal required evidence for members applying under the category ‘difficulty using public transport due to disability’ was listed in Appendix 3.

In discussion:

- Audit and Accounts Committee and the relevant officers were congratulated on the work undertaken which had resulted in the majority of the action plan recommendations having already been actioned.
- Regarding a discussion on paragraph 4.3 'Statutory, Legal and risk implications' reading "There is a risk that some Community Providers Transport operators may refuse to introduce these new eligibility criteria particularly where Cambridgeshire County Council was not the majority funder to the scheme..." this was considered by the officers to be a low risk, as co-ordination and discussions to harmonise the criteria, had taken place with counterparts in Huntingdonshire, East Cambridgeshire and South Cambridgeshire. **It was suggested that once agreed, the report should be circulated for information to other operators who don't have contracts, to encourage adoption of the same criteria / evidence requirements.**
Action: Paul Nelson

It was resolved unanimously to:

- a) Agree the membership eligibility criteria, eligibility checking process and acceptable proof documents contained in the report, for inclusion in the Community Transport Grant Agreement and to circulate the detail to other Councils with their own operator schemes for their information to encourage a consistent eligibility status approach.
- 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 eligibility criteria.

200. DRAFT CAMBRIDGESHIRE STATEMENT OF COMMUNITY INVOLVEMENT (SCI)

The County Council is required to have a Statement of Community Involvement (SCI) setting out how stakeholders, including the local community, district and parish councils, and statutory consultees, can participate in the land use planning processes undertaken by the County Council in its role as the Mineral and Waste, and County Planning Authority. It provides details of the minimum level of community involvement that would take place in respect to the preparation of planning policy and the Local Enforcement Plan; as well as that related to the determination of planning applications.

The report detailed the proposed revisions to the Cambridgeshire Statement of Community Involvement from representations received following the consultation undertaken between 1 October and 12 November 2018. In total 22 stakeholders responded to the consultation, 10 of which confirmed that they had considered the draft SCI but had no comment. The remaining respondents raised 42 detailed points. These representations were set out in Appendix 1 to the report, together with the proposed response and any consequential changes to the SCI. Appendix 2 provided the revised SCI, highlighting the changes included from the representations received. Subject to the Committee's agreement, the revised SCI as amended, would be reviewed again after a further five years.

In response to a query referencing paragraph 4.1 in respect of those consulted and why

there was no reference to parish councils, reassurance was given that parish councils were always consulted regarding planning applications in their area. It was explained that Parish councils were not considered to be statutory consultees, which had a clear definition in planning but the SCI confirmed the Council's commitment to consulting them. Other Members highlighted that in the case of high profile planning applications, the lead County Council Planning, Minerals and Waste Business Manager attended the relevant parish council meetings. Further to this, the Committee placed on record its appreciation of the exemplary work carried out by Emma Fitch and her team.

It was resolved unanimously to:

- a) Approve the Cambridgeshire Statement of Community Involvement (set out in Appendix 2 of the report).
- b) Delegate to the Executive Director, Place and Economy in consultation with the Chairman and Vice Chairman of the Committee, the authority to make any minor non-consequential amendments to the document attached, prior to publication.

201. JOINT PROCUREMENT PROFESSIONAL SERVICES

The significant economic and population growth in Cambridgeshire in recent years has placed an increased demand for additional infrastructure, requiring significant levels of funding from a number of sources as detailed in the report. The funding streams aimed to deliver a large number of transport projects. In order to deliver them, access was required to a wide range of professional and technical services. The report therefore proposed the procurement of a Professional Services Contract/Framework for use by Cambridgeshire County Council, the Greater Cambridge Partnership and the Cambridgeshire and Peterborough Combined Authority, to support transport infrastructure delivery.

The report highlighted that whilst the County Council had access to highways and transportation professional services through the recently procured Highway Services Contract, that contract's primary function was focussed on the provision of highways services, rather than transport consultancy services, and was not able to provide the capacity necessary to support the scale of transport infrastructure coming forward.

Following discussions with the Cambridgeshire and Peterborough Combined Authority (CPCA) and the Greater Cambridge Partnership (GCP), it was proposed to jointly procure a transport consultancy professional services contract/framework, which all three parties would be able to draw on to support local delivery.

The estimated procurement cost was £300k-400k with the majority of the costs to be funded by the GCP and CPCA, based on the proportion of expected future use. The County Council would contribute up to £10k through the provision of resources covered within existing overheads but that the procurement exercise would not incur revenue costs.

In discussion, a Member commented that she hoped that consultant costs would be reduced with the appointment of additional officers. In reply it was explained that the proposal was not for CPCA to employ additional staff directly, but to ensure the

appropriate technical expertise was available when this was not possible from in-house staff when required. This by its nature required consultants but with reduced risk regarding costs, as the proposal would be to contract with them directly through a formalised procurement arrangement.

It was resolved unanimously:

To approve commencement of procurement of a joint Professional Services Contract/Framework, to support transport infrastructure delivery, for use by the County Council, Greater Cambridge Partnership and Cambridgeshire and Peterborough Combined Authority.

202. FINANCE AND PERFORMANCE REPORT – NOVEMBER 2018

The Committee received the report in order to comment on the projected financial and performance outturn position as at the end of November 2018.

The main issues highlighted were:

Revenue: The Service had started the financial year with two significant pressures for both the Coroners Services and Waste (both which came under Highways & Community Infrastructure Committee). The Place and Economy Service was now forecasting an underspend of £59K at year end, while cautioning that the forthcoming end of the month figures could increase or decrease from the figure estimated before the end of year projected balanced budget figure was achieved.

Performance: Of the twelve performance indicators, one was currently red, four were amber, and seven were green. The indicator currently showing as red was 'The average journey time per mile during the morning peak on the most congested routes' At year-end, the current forecast was that the above performance indicator would remain as red, five would be amber and six green.

Issues raised included:

- Seeking an update regarding the action being taken in reaching agreement over the £900k of savings referred to in the report. It was explained that a paper would be going to General Purposes Committee on 22nd January to fund a package to achieve the required savings. While it was disappointing that the savings had not all been achieved in the current year, there was the current expectation of a balanced budget by year end.
- There was a request for an update regarding the amount of Community Transport funding that would be made available from the Combined Authority to support subsidised bus routes in the new financial year. The Chairman explained that this was still the subject of ongoing discussions, including the future of those bus routes currently subsidised by the County Council. It was emphasised that decisions on funding going forward were now the responsibility of the Combined Authority who were now the transport authority, rather than the current Committee.

- Another Member highlighted the success that had been achieved in obtaining sponsorship funding to fully finance the current Bikeability Scheme for the forthcoming year. It was agreed that as a good news story officers should co-ordinate a press release, ensuring it highlighted those officers and elected Members who had been involved in the negotiations that had secured the additional funding.
Action: Andy Preston/ Mike Davies / Sarah Silk

It was unanimously resolved to note the report.

203. ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

The report invited the Committee to review its training plan. It was highlighted that the only training still to take place was the 15th March Member Seminar on the Cambridgeshire and Peterborough Minerals and Waste Plan. The Chairman reminded the Committee that any Committee Member could suggest additional training by contacting Democratic Services between Committee meetings.

The Training Plan was noted.

204. ECONOMY AND ENVIRONMENT COMMITTEE AGENDA PLAN

The Committee noted the following changes to the Agenda Plan since the agenda was published.

Reports moved from the February to the March meeting:

Highways response to West Cambridge Master Planning Report

Kennett Garden Village Outline Planning

Non Statutory Consultation East West Rail

Additional reports to the March Committee meeting (All non-key decisions):

Welcome Trust Genome Campus

Land North West of Spittals Way and Ermine Street Great Stukeley

Cambridge Northern Fringe East Area Action Plan

Local Full Fibre Network (LFNN Review)

205. DATE AND TIME OF NEXT MEETING 10 A.M. THURSDAY 7TH FEBRUARY 2019

**Chairman:
7th February 2019**

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

This is the updated minutes action log as at 29th January 2019 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 THE 12TH APRIL 2018 COMMITTEE

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
105.	ELY SOUTHERN BYPASS – COST AND ADDITIONAL FUNDING REQUIREMENT	Rob Sanderson Democratic Services / Mairead Kelly Internal Audit	a) To inform Internal Audit of the Committee's requirement that it should review the costs of the project and what lessons could be learnt and that their conclusions should be shared with this Committee.	<p>Internal Audit were contacted on 19th April and confirmed on 20th April that they had already agreed (at the March Audit and Accounts Committee) to look at the Ely Bypass project as part of a review of capital budgets overspends and variations. Due to the complexity of the investigation with regard to the above project, the high level review has been delayed and instead, Internal Audit have been concentrating on the Ely Bypass.</p> <p>There Is a further meeting between Internal Audit and the contractors on 4th February. Therefore while the review report is currently included on the forward agenda plan for the 28th March Audit and Accounts Committee,</p>	

				this date can only be provisional and may have to slip to a later meeting, depending on the further discussions and also the feedback received once the draft report has been prepared and circulated.	ACTION ONGOING
ACTIONS FROM THE 13TH SEPTEMBER COMMITTEE MEETINGS 2018					
151.	FINANCE AND PERFORMANCE REPORT – JULY 2018 - Cycling way uptake	Andy Preston Assistant Director Infrastructure and Growth / Mike Soper Research Team Manager	Whether data from existing traffic counters could monitor the take up on new cycleways as a way of showing their value and as a criteria to measure their success.	At the October meeting it was reported that this data would be challenging to make available on a monthly basis in the F&P Report, but publishing it as an open data set on a 6 monthly basis would be more achievable. A later Minute action log update indicated that the intention was that the first 6 months data [July – December 2018 would be published in February 2019. This was likely to be in the third or fourth week with details to then be provided to the Committee.	ACTION ONGOING
SPECIFIC ACTION FROM THE 15TH NOVEMBER COMMITTEE MEETING 2018 AND THE FOLLOW UP FROM 6TH DECEMBER MEETING					
176.	FINANCE AND PERFORMANCE REPORT Key INDICATOR ON GROWTH IN CYCLING	Action: Tom Barden / Louisa Gostling Business Intelligence	Page 26 November meeting – Key indicator on Growth in Cycling - There was a request for the figures to be provided which had been used to calculate the percentage figures shown.	A Key Performance Indicators report at the 6 th December meeting agreed to a revision of this indicator so that in addition to the percentage, it also should show the actual number of cycling journeys.	ACTION COMPLETED
187.	PROPOSED REVISED KEY				

	PERFORMANCE INDICATORS			The figures including the original baseline are included in the text commentary.	
SPECIFIC ACTIONS FROM THE 6th DECEMBER COMMITTEE MEETING 2018					
186.	TRANSPORT SCHEME DEVELOPMENT PROGRAMME - REVIEW OF SIFTING CRITERIA	Karen Kitchener / Matthew Bowles Transport and Infrastructure	A report was due back to the February meeting. There was a request to consider within the new safety criteria air quality as part of the review.	Officers have confirmed that the further review would consider this request and include the conclusions. This report was now scheduled for the 14 th March Committee meeting.	ACTION ONGOING
SPECIFIC ACTIONS FROM THE 10th JANUARY COMMITTEE MEETING 2019					
199.	INTEGRATED TRANSPORT BLOCK FUNDING ALLOCATION PROPOSALS				
	a) TIP ID 702 'St Neots Eaton Ford, Great North Road, Cycle Route 4 – widening footway between Lowry Road and Queens Gardens'	Action: Elsa Evans Funding and Innovation Programme Manager	Councillor Giles queried why this had the highest weighted score for the Huntingdonshire schemes, requesting more detail on the justification for the eligibility scores and who had recommended them.	An e-mail response was sent to Councillor Giles on 18 th January explaining that the scheme came from the St Neots Market Town Transport Strategy (MTTS adopted in 2008 and refreshed in 2016 in light of its age, the new developments in St Neots, the St Neots Neighbourhood Plan and the pedestrian/cycling audit undertaken in 2015/16. The reason for this scheme was that cycle facilities had been upgraded north and south of this	

				<p>section between Lowry Road and Queens Gardens, leaving a sub-standard (minimum 1.2m) section of around 850m in length. This sub-standard section was highlighted in the pedestrian and cycling audit carried out in 2015/16 for the Local Sustainable Transport Fund (LSTF) programme. The £450k estimated scheme cost was based on approximately £350/km plus contingency for moving some street furniture. This was a high level cost estimate, which would be refined as the scheme design progresses.</p> <p>Also attached to the e-mail was information on the approximate cost estimate for other schemes in St Neots.</p>	ACTION COMPLETED
	b) Air Quality Monitoring Budget	Action: Elsa Evans Funding and Innovation Programme Manager	Whether the Greater Cambridge Partnership contributed to the air quality monitoring budget and if not, whether they could be approached.	An oral update will be given.	ACTION ONGOING
199.	COMMUNITY TRANSPORT MEMBERSHIP ELIGIBILITY	Action: Paul Nelson Manager Public Transport	Once agreed, the report should be circulated for information to other operators who don't have contracts, to encourage adoption of the same criteria / evidence requirements.	Sent on 29 th January.	ACTION COMPLETED

202.	FINANCE AND PERFORMANCE REPORT – NOVEMBER 2018	Action: / Mike Davies / Jo Shilton	In discussion the success was highlighted in obtaining sponsorship funding to fully finance the current Bikeability Scheme for the forthcoming year. It was agreed that as a good news story officers should co-ordinate a press release, ensuring it highlighted those officers and elected Members who had been involved in the negotiations that had secured the additional funding.	<p>Mike Davies and Jo Shilton (the latter from the Communications Team) are still currently looking at the final detail regarding this request. This will include a further meeting with Cambridge Assessment to clarify whether the contribution is one-off or an ongoing contribution.</p> <p>The Committee will be circulated with the final communications release when prepared.</p>	ACTION ONGOING

RLW WATERBEACH NEW TOWN EAST PLANNING APPLICATION

To: Economy and Environment Committee

Meeting Date: 8 February 2019

From: Graham Hughes, Executive Director (Place and Economy)

Electoral division(s): Waterbeach

Forward Plan ref: 2019/007 **Key decision:** Yes

Purpose: The purpose of this report is to:

1) update the Committee on the progress of the planning application for 4,500 dwellings at Waterbeach New Town East,

2) to appraise the Committee of the Council's response to the application and, particularly in relation to the holding objections, and 3) to approve the draft heads of terms that would be used in the planning agreement.

Recommendation: The Committee is requested to:

a) Consider and approve the Council's comments on the planning application and draft section 106 heads of terms;

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 Council's response in Appendix 2; and

c) Delegate to the Executive Director (Place and Economy) in consultation with the Chairman and Vice Chairman of the Committee the authority to conclude negotiations on the section 106 agreement.

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Juliet Richardson	Names:	Councillors Bates and Wotherspoon
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1. BACKGROUND

Policy Framework

- 1.1 The South Cambridgeshire Local Plan allocates three new strategic scale residential led development sites at Waterbeach (8,000 to 9,000 dwellings), Bourn Airfield (3,500) and Cambourne West (1,200). More specifically for Waterbeach new town, Policy SS/5 sets out the policy requirements to be included in the planning application, including:
- Provision of community facilities, including primary and secondary education;
 - Access from the existing village for pedestrians and cyclists whilst avoiding a direct vehicular route;
 - High quality transport links to Cambridge including a new railway station, park and ride and segregated busway and cycleways; and
 - Increased capacity on the A10 corridor.
- 1.2 The allocation site is controlled by two parties. RLW (a consortium comprising Turnstone Estates and Royal London Insurance), whose application is being considered in this report, control the eastern part of the site comprising approximately 40%, and located on agricultural land beyond the airfield. Urban and Civic (for the Ministry of Defence) control the former Barracks and approximately 60% of the site.
- 1.3 In addition to the general principles set out in the Local Plan, South Cambridgeshire District Council (SCDC) is also preparing a Supplementary Planning Document (SPD) to add further detail to the local plan policies. This will be an important document as it provides greater clarity on key strategic issues such as transport, education, phasing and delivery. This will address issues that cut across the interface between the two sites such as movement networks, strategic open space, access to the railway and secondary education. The SPD will go to SCDC Cabinet on 6 February 2019 with a recommendation to adopt.

The Planning Application

- 1.4 The planning application for the development of the land known as Waterbeach New Town East was submitted to South Cambridgeshire District Council in June 2018. This is an outline application made by RLW for the comprehensive development of the land immediately to the east of the former barracks and airfield site. The development is described in the application as:
- “Outline planning permission (with all matters reserved) for development of up to 4,500 dwellings, business, retail, community, leisure and sports uses; new primary and secondary schools and sixth form centre; public open spaces including parks and ecological areas; points of access, associated drainage and other infrastructure, groundworks, landscaping, and highways works”*
- 1.5 Appendix 1 details an indicative masterplan of the application site in the context of the wider Waterbeach New Town allocation. There is a link at the end of this report to the SCDC planning website where full details of the application can be obtained.
- 1.6 Prior to and since the submission of the planning application the County Council, the applicant and SCDC have had ongoing discussions to resolve outstanding issues relating

to the application and in respect to the planning obligations (section 106 agreement) that are necessary to make the development acceptable.

- 1.7 For the avoidance of doubt this report only considers the application on the Waterbeach New Town East. A further planning application for the land on the former barracks and airfield site to the west was considered by this Committee in July 2018 and at the time of writing is due to be presented to the South Cambridgeshire planning committee.

2. MAIN ISSUES

Comments on Planning Application

- 2.1 Officers have reviewed the RLW submission and supporting documents and a summary of the key issues are set out below. Full detailed comments are also included in Appendix 2. This section sets out the key issues arising from the development.

Transport

- 2.2 The evidence suggests that no element of the site could come forward without the relocated railway station and associated connection to the A10 put in place first.
- 2.3 The site could then be brought forward on a 'monitor and manage' basis, with an initial 800 units – served by the relocated railway station and other complementary mitigation. Trips from the development would be monitored with a view to capping the development to accord with a phase one 'trip budget'.

Initial Phase

- 2.4 The proposals include an initial phase of up to approximately 800 units alongside the relocated railway station and connection to it. The mitigation allowing this phase is dependent upon the railway station and is complementary to the proposed Urban and Civic mitigation package for junction improvements on the A10 corridor, a cycle way along the Mere Way between Waterbeach and Cambridge, and an enhanced bus service to central Cambridge.
- 2.5 The applicant has sought to include residential dwellings, accessed off Cody Road, prior to the delivery of the new station and associated connection to the A10 (up to 200). Cambridgeshire County Council (CCC) Highways team have indicated that no more than 50 dwellings could be accessed from Cody Road without the railway station and associated access to the A10 in place. Subject to sufficient commitment and evidence, further dwellings could potentially be negotiated (up to 200) immediately prior to station delivery (i.e. within a year of opening).

Assumptions

- 2.6 The mitigation package proposed by RLW draws on evidence that the A10 will be at capacity following the development of Urban and Civic's first phase, and the associated junction mitigation package proposed with this first phase. Therefore, the amount of homes that can be developed by RLW is dependent upon new capacity being unlocked (either through new sustainable measures or by abstracting trips from the A10).

- 2.7 For each aspect of the mitigation package robust assumptions have been applied to ensure that the calculations are conservative. These relate to the vehicle trip rate from the development, the highway capacity of the A10 with the junction mitigation schemes, the ratio of trips taken off the A10 and transferring to other modes of travel, the ability of the park and ride to attract southbound A10 traffic, and the expected initial uplift in rail passenger numbers using the relocated railway station.
- 2.8 Varying the assumptions in the calculations produces a range of values of the cumulative total number of dwellings that would be possible with the first phase of Urban and Civic and RLW. This could vary, and so the first phase total of approximately 800 dwellings is considered to be an amount for RLW and would give a combined total of 2400 dwellings for both first phases. As with the Urban and Civic development, trips from the development would be monitored with a view to capping the development to accord with a phase one 'trip budget'. Beyond this phase, no further development would be allowed on the site without (a) further transport assessment, and (b) agreement of additional (strategic) mitigation.
- 2.9 No future phases could take place without implementation of further mitigation measures. The details of the future mitigation will be drawn from the emerging findings of the Cambridgeshire and Peterborough Combined Authority's Ely to Cambridge Strategic Study and agreed as part of a phase by phase Transport Assessment (TA) process.

Future Phases

- 2.10 Beyond the respective first phases and associated mitigation, the details of the future mitigation will be drawn from the emerging findings of the Combined Authority's Ely to Cambridge Strategic Study and associated work streams by the Combined Authority and Greater Cambridge Partnership on these strategic transport interventions for the A10 corridor. This will need to be assessed and agreed as part of a phase by phase Transport Assessment process for the next phase of the town.
- 2.11 As part of this outline application by RLW, as with the Urban and Civic application, the Council would secure the principle of a significant financial cap – i.e. a financial contribution towards strategic solutions to unlock future phases. This financial contribution will have flexibility in terms of how it is spent, with the fundamental purpose of supporting whichever strategic solutions are deemed most appropriate for the site/A10 area.

The Railway Station

- 2.12 It is clear from the evidence that the relocation of the railway station is a significant piece of infrastructure that has huge potential to unlock the growth of Waterbeach New Town. This is recognised in the Waterbeach SPD that seeks the construction of the railway station at the earliest opportunity. RLW have obtained planning permission for the new station, and the expectation is that the station will be delivered first, with the first homes by RLW located adjacent to the station area.
- 2.13 The assumption made in the calculations for the first phase of 800 dwellings as detailed in paragraph 2.8 above is that the relocation of the railway station will attract an uplift in passenger numbers from the existing village due to the enhanced facilities, (notwithstanding the potential uplift from the lengthening of trains from 4 car to 8 car formations). Following the opening of the station, its location is best placed for the

catchment of the new town and the existing village, with most of the new town within the optimum distance of 2km used in rail industry modelling of station use.

- 2.14 As the new town grows in size, a greater proportion of journeys will be classed as internal and will not leave the town or the existing village. Evidence from 2011 census journey to work data suggests that this could be expected to increase from an initial 10% to 20% of trips as the new town and existing village reach a combined mass of circa 4,400 dwellings. This is the benefit of developing new towns, as residents are able to go to schools, shopping and even work in either the new town or within the village or Cambridge Research Park nearby, and need to make fewer trips onto the surrounding transport network. This lowers the trip generation of vehicles onto the A10 per dwelling, which means that the relative impact of new dwellings on the A10 reduces in time.
- 2.15 Over the longer term, other factors that will limit the impact of the future town on the A10 relate to the growth of employment at the Cambridge Science Park and Northern fringe area in the vicinity of Cambridge North Station, and the development of the CAM Metro which will link the new town into the surrounding Cambridge hinterland.
- 2.16 In summary, there are clear limitations on the existing railway station at Waterbeach, and an opportunity exists for the two developers of the new town to work together to facilitate the prompt delivery of the new relocated railway station at the earliest opportunity. This facilitates the first phase of RLW development of 800 dwellings, and will beyond this help maximise the rail mode share, therefore helping reduce the impact of development on the A10, allowing more development to come forward. This will be captured in the monitoring of traffic flows on the A10 and the travel behaviour of residents in the new town.

The application by RLW

- 2.17 Notwithstanding the above, there are technical matters that need to be resolved before CCC is in a position to approve the evidence and to agree the initial mitigation package. These issues are:
- Railway Station Delivery Model – Clarification of the railway station delivery along with a park and ride facility that will cater for the full demand of the existing station as well as an increased draw from the A10.
 - Full development of 11,000 dwellings – The application proposals exceed the assumed 2031 growth accounted for in the Ely to Cambridge Study (by 1,000 dwellings, and 3,639 jobs at Waterbeach). The applicant needs to clarify whether the strategic transport solution is able to cater for the additional growth beyond that envisaged by the Ely to Cambridge Transport Study.
 - Access from the A10 – Information relating to the access and route through Urban and Civic is required.
 - Rail Based Park and Ride - The applicant is required to commit to an enhanced park and ride facility for 250 vehicles in the first phase, and to detail the access strategy for this parking. Would some of this parking be accessible from Waterbeach village via Cody Road, or would it only be accessible by car via the New Town?
 - Public Transport Access Strategy - The applicant is required to investigate the potential for a combined first phase public transport strategy to compliment that of Urban and Civics.

- Mayor's Cambridge Autonomous Metro - The applicant is asked to detail that the masterplan of the eastern side of the town is capable of enabling a CAM route linking to the railway station in the future.

2.18 As seen above some further discussion and technical work is required on the overall strategy. However, in principle a phase 1 for RLW with an associated mitigation package that complements that of Urban and Civics is possible. An indicative and non-exhaustive early phase mitigation package is detailed below.

Ref	Phase 1 Mitigation Package particular to RLW	Details
1	To undertake traffic flow monitoring of the study area and site access junction and travel surveys of the site. Details of the location and type of monitoring to be agreed with the Local Highway Authority (LHA).	S106
2	To implement prior to occupation improvements to capacity and road safety at the junctions of Waterbeach Road / Car Dyke Road / A10. The details of the works to be agreed with the LHA.	condition
3	To implement prior to occupation relocated Waterbeach Railway Station with link road to Urban and Civic land.	condition
4	To implement prior to occupation park and ride facility for 250 vehicles at the relocated railway station.	Condition
5	To contribute towards the Waterbeach to Cambridge greenway project. The greenway increases the rate of cycling within the village and thereby reduces existing trips on the A10 and creating capacity.	S106
6	To implement prior to occupation improvements to cycle safety and traffic calming within Milton between Ely Road and the A14. The details of the works to be agreed with the LHA.	Condition / S106
7	To implement within one year of the first occupation improvements to cycle safety and traffic calming within Waterbeach village between Denny End Road, the railway station and along Car Dyke Road. The details of the works to be agreed with the LHA.	Condition / S106
8	To implement prior to completion of the Cambridge to Waterbeach Greenway a link to the Greenway within the site should this be required. The details of the works to be agreed with the LHA.	condition
9	To implement prior to occupation improvements to the cycle route between the relocated railway station and Cambridge Research Park. The details of the works to be agreed with the LHA.	condition
10	Details of the bus service strategy to be provided. This is to facilitate the provision of bus services that compliment and link to the Urban and Civic bus service.	Condition
11	To facilitate the provision of a community bus service. This is to enable links between Cambridge Research Park, the site and Waterbeach Railway Station, and for other community uses.	Condition
12	To monitor car parking within the vicinity of the railway station and to fund the provision of additional parking controls where required.	Condition
13	To monitor bus journey times for the bus route through Landbeach and investigate and bring forward options for bus priority on the A10 to reduce bus journey times.	Condition
14	To facilitate the construction of a link road between the Urban and Civic land and the relocated railway station prior to its opening.	S106

Ref	Phase 1 Mitigation Package particular to RLW	Details
15	That a Travel Plan is submitted and approved by the LPA prior to occupation of the first dwelling. The travel plan should include personalised travel planning, subsidised bus travel and cycle purchase.	Condition

- 2.19 The Highway Authority requests a hold on any further development beyond an initial phase of approximately 800 dwellings. Any future phase will require a joint Transport Assessment to be approved by the Local Planning Authority. The additional Transport Assessment will need to refer to strategic A10 solutions and other public transport and cycling based infrastructure that is identified within the Waterbeach Special Planning Document and Ely to Cambridge Study work.
- 2.20 Further development of the new town will be dependent on this infrastructure being implemented. This infrastructure is to be delivered by either the CPCA for the A10 improvements or the Greater Cambridge Partnership for the high quality public transport link and greenway between Waterbeach and Cambridge.
- 2.21 The developer will ultimately be required to contribute, (with an overall cap to be agreed), towards the strategic solutions identified by the CPCA and Greater Cambridge Partnership to unlock future phases. This includes contributions towards the following strategic infrastructure.

Ref	Mitigation	Details
16	A contribution towards the upgrade of the A10 between the A14 and Waterbeach. The amount to be determined and subject to agreement with the County Council.	S106
17	A contribution towards the upgrade of the A14 / 10 interchange The amount to be determined and subject to agreement with the County Council.	S106
18	A contribution towards a public transport corridor between Waterbeach and Cambridge. The amount to be determined and subject to agreement with the County Council.	S106
19	A contribution towards the provision of improved cycle connections to Histon, Impington, Streatham, Fen Ditton and Lode (via a new bridge over the River Cam). The amount and works to be determined and subject to agreement with the County Council.	S106
20	A contribution towards a Waterbeach transport hub / Park and Ride facility.	S106
21	Ongoing monitoring of travel behaviour and vehicle flows in the study area and any additional mitigation measures required resulting from increased traffic flows.	S106

Education

- 2.22 The application has made provision for 2 primary school sites each of 3 hectares in size to accommodate up to 3 forms of entry (FE) (630 children), including early years provision on

each. The application also makes reference to potential to expand both schools by an additional 1FE which would result in a total of 8FE which is adequate to meet the primary demand from the development. Therefore the County Council will require assurance that appropriate allowance is made in the masterplan to accommodate the primary school sites up to 8 hectares (2 x 4ha) and for capital contributions towards their construction.

- 2.23 The application is making provision for an 8FE secondary school with potential for further expansion to 10FE. As with the primary schools, the applicant needs to demonstrate that the secondary school site is sufficient to accommodate the expanded school.
- 2.24 A site for a Post 16 facility has been included in the event that future reviews of provision in the County demonstrate a need in Waterbeach. Contributions will be sought from both developers towards this and an alternative facility off-site.
- 2.25 The adjacent development will provide a site for special educational needs provision, which like Post 16, will be subject to a further County review. Both developers will make proportionate financial contributions towards this or alternative off-site provision.
- 2.26 The education service has reviewed the application in respect to the suitability of the education sites identified. In terms of location, there is a concern that the secondary school is located at the margins of the development whereas the preference is for a site located more centrally within the community. The playing fields have a drainage ditch across them and this is not acceptable from an education perspective and therefore object to the current masterplan showing the ditch in its current form.
- 2.27 The location of the southern primary school and the Post 16 facility is acceptable in education terms.
- 2.28 The Environmental Statement indicates that outdoor noise levels at the southern primary school are predicted to be up to 62 Decibels (Db). In accordance with the Building Bulletin requirements, an education site should not exceed internal noise levels 35 Db or externally of more than 50Db, which is the maximum standard. CCC Education, require flexibility in terms of the layout of the building and positioning non-teaching spaces as a noise barrier is a significant constraint in education terms, which is not supported.
- 2.29 To enable CCC Education to further assess the noise impact to the schools the following additional information is required to confirm the noise source to the southern school buildings; i) confirmation of likely internal noise levels within the school buildings and ii) clarification of mitigation measures that will not impact upon the design of the schools or the cost of delivery of the schools. A holding objection to the application is raised until the above matters have been addressed.

Minerals and Waste

- 2.30 Policy CS28 of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy seeks to encourage waste minimisation, re-use and resource recovery. It also requires waste audit and management strategies to be prepared in schemes over a certain size. Appendix 4.1, 4.2 and 4.3 of the Environmental Statement addresses this topic and the content of these documents is welcomed. The matter of waste management should be identified as a reserved matter and, in the event that planning permission is granted, and

appropriate condition requiring a waste management and minimisation plan be attached to the permission.

- 2.31 Ensuring the sustainable use of mineral extracted during redevelopment is consistent with the principles of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (Policy CS42) which addresses incidental mineral extraction. In order to ensure that this is addressed satisfactorily through all the construction phases of the development it is suggested that if consent is given, a clause is included in the planning condition which requires the preparation and implementation of a Construction Environment Management Plan covering the sustainable use of any minerals extracted during the construction of the development, so far as this is practicable. If mineral is to be removed from the site, this will require planning permission from the County Council as Mineral Planning Authority.

Libraries and Lifelong Learning

- 2.32 Based on 4,500 dwellings and an estimated population of 11,250 new residents would require provision of a new library facility to serve the development. The adjoining development will contain the town centre and as part of this will provide a range of community facilities including the provision of a community library. This is in line with Cambridgeshire County Council's policy for the 21st century library service which recognises the importance of developing community hubs where library services are provided in shared buildings in partnership with other service providers. Contributions will be sought from both developers towards the cost of providing this facility.

Floods Risk

- 2.33 The Environmental Impact Assessment has revealed that a large part of the site, including the location of a primary school, is located in an area that is at residual risk of flooding from a potential breach of the river Cam defences. Consequently the applicant has proposed a number of mitigations, including the formation of a bund for the northern section of the site around residential areas and the primary school and ground raising in the southern part of the site.
- 2.34 The Environment Agency and the Council's flood risk team have raised a number of concerns relating to the applicant's approach to assessing and mitigating flood risk. Firstly, before any mitigation solutions are pursued a sequential approach to the allocation of vulnerable uses should be undertaken within the boundary of the site. Secondly, before new mitigation options are pursued and relied upon for this site, the existing defences should be considered and whether or not they can be improved, replaced or even removed as part of this project, therefore reducing or removing the existing residual risk rather than creating a new residual risk. Thirdly, if other avenues are explored and exhausted leaving only new mitigation options the applicant will still need to provide additional information about adoption and long-term maintenance for new defences.
- 2.35 With regards to the issues considered above the County Council raises a holding objection until the residual flood risk has been assessed in line with the National Planning Policy Framework (NPPF) and mitigated to the satisfaction of the local planning and flood risk authorities.

- 2.36 Whilst not a matter for planning the applicant and local planning authority should be informed that the site is in an area where insurance premiums may be a problem by virtue of the insurance industry's assessment of flood risk.

Public Health

- 2.37 The application, specifically the Health Impact Assessment, has been reviewed against the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire. This review ensures that the application and assessments have identified the relevant impacts on health and contains specific mitigation measures to address these impacts. The detailed review and recommendations are contained in Appendix 2 (section 6).

Connecting Cambridgeshire

- 2.38 The inclusion of a condition has been requested to be included in the planning permission to secure the need for Fibre/Fibre ducting to be developed during the construction of the development.

Draft Section 106 Heads of Terms

- 2.39 Planning obligations or Section 106 agreements are legal agreements between local planning authorities and developers in the context of the granting of planning permission. They can be both financial and non-financial (land, works in kind), and they are used when there is a requirement to address the impact of a development and the impact itself cannot be dealt with through a planning condition on the permission. The use of planning obligations is an effective tool to ensure that development meets the objectives of sustainable development as required in local and national policies.
- 2.40 Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) provides that from 6th April 2010 it is unlawful for a planning obligation to be taken into account when determining a planning application if the obligation does not meet the following tests:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.
- 2.41 Officers are working with the applicant and SCDC to progress the Heads of Terms for a S106 Agreement to secure the necessary infrastructure to make this development acceptable in planning terms.
- 2.42 The table below provides a schedule of the planning obligations that are currently being proposed and which are considered necessary to mitigate the impact of the development. This relates only to County Council infrastructure and services.
- 2.43 The final heads of terms will be approved by the local planning authority prior to resolving to grant of planning permission. It is recognised that there is further work to do on the heads of terms prior to this and this table captures the key issues. Members should be mindful that these will be scrutinised against the legal tests in paragraph 2.38 above and possible

viability assessment of the development. The Committee is asked, therefore, to endorse the current heads of terms as set out below and provide delegated authority as set out in the recommendation to conclude the negotiation.

Infrastructure Type		Land Requirement	Development Contribution Amount Required (with Indexation Date).
Primary schools	2 x 3FE with EY + 1FE expansion	2 x 4 hectares	£16,200,000 (3Q18) per school
Secondary school	6FE + 2FE expansion	10.5 hectares	£30,000,000 (3Q17)
Post 16	400 place facility	1.8 hectares	£5,320,000 (4Q17)
Special Education Need	110 place	Off-site	£4,837,282 (4Q17)
Children's Centre	Office + room	Provided at a community building or school	In kind
Nursery	D1 Use Class Order designation	To be confirmed	In kind
On-site school start-up costs	Comprising £50,000 per primary school and £150,000 per secondary school	Not applicable	£250,000
Library	Hub library to be provided in community building	On adjacent development site	To be confirmed
Public Health and Community Development	To be confirmed	To be confirmed	To be confirmed
Transport	To be confirmed	To be confirmed	To be confirmed

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The development will provide employment and retail opportunities to benefit the local economy.

3.2 Helping people live healthy and independent lives

The application provides a range of measures to promote healthy lives, including sport, play and leisure uses. The application includes a proposal for a 600 residential care bed spaces or similar.

3.3 **Supporting and protecting vulnerable people**

Contributions towards community health and development workers are being sought to help support vulnerable people whilst the new community is being established.

4. **SIGNIFICANT IMPLICATIONS**

4.1 **Resource Implications**

There are no further significant resource implications at this stage.

4.2 **Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications within this category.

4.3 **Statutory, Legal and Risk Implications**

There are no significant implications within this category other than the need to settle the terms of an agreement under S106 of the Town and Country Planning Act 1990 with the developers and the SCDC.

4.4 **Equality and Diversity Implications**

There are no significant implications within this category at this stage. The needs of older people, people with disability and people with special education needs have been considered by County Council service areas in commenting on the application proposal and the mitigation package.

4.5 **Engagement and Communications Implications**

There are no significant implications within this category.

4.6 **Localism and Local Member Involvement**

There are no significant implications within this category.

4.7 **Public Health Implications**

There are no significant implications within this category.

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 Finance?	N/A
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: Elsa Evans

Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Joanne Shilton
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Andrew Preston
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keble

Source Documents	Location
South Cambridgeshire District Council planning application reference S/2075/18/OL	South Cambridgeshire District Council planning portal: S/2075/18/OL

Appendix 1: Indicative Masterplan



Appendix 2: Cambridgeshire County Council Comments

Land adjacent to Waterbeach Barracks & Airfield site, Waterbeach

Outline Planning Application by RLW Estates Ltd (S/2075/18/OL)

County Council Comments

Outline planning permission (with all matters reserved) for development of up to 4,500 dwellings, business, retail, community, leisure and sports uses; new primary and secondary schools and sixth form centre; public open spaces including parks and ecological areas; points of access, associated drainage and other infrastructure, groundworks, landscaping, and highways works.

1. Summary of Response

- 1.1 This note sets out the County Council officer comments on the above outline planning application in response to a consultation by South Cambridgeshire District Council. Whilst County Members have been made aware of the consultation, this response does not include their comments or considerations. The County Council Environment and Economy Committee will consider the response and S106 agreement draft Heads of Terms, before any agreement is signed. The committee is scheduled to consider this planning application at its meeting in February 2019.
- 1.2 Officers broadly SUPPORT the principle of residential-led development on this site, as part of the Waterbeach New Town as a key component of the broader growth agenda for Cambridgeshire. However support for this planning application is subject to appropriate and necessary planning conditions and agreements to ensure that the impacts are adequately mitigated.
- 1.3 Set out below are the detailed officer comments from County Council service teams, identifying those issues to be addressed by the applicant and mitigation measures necessary to make the development acceptable in planning terms. Such measures will be demonstrated to be compliant with the relevant planning tests:
- Necessary to make the development acceptable in planning terms
 - Directly related to the development
 - Fairly and reasonable related in scale and kind to the development

2. Education

- 2.1 The application has been reviewed from an education perspective, in relation to the proposed location of the two primary schools, secondary school and Sixth Form College. With this being an outline application, the detail of school location and design will be a reserved matter consideration. However, the application is accompanied by parameter plans, which will be formally determined as part of this planning application.

Primary Provision

- 2.2 The Education services has had pre-application discussions with the applicant and on the basis of the 4,500 dwellings proposed in the application agreed an appropriate form of mitigation for primary education.
- 2.3 The development will generate 8.6 forms of entry (FE) of primary demand. The County Council has sought on-site provision for 8FE whilst slightly below the high level projections using the Council's general multipliers, it is recognised that the developer aspirations for housing mix may mean that a move towards a lower level of projected demand is appropriate. The application has provided sites in the masterplan for 2 primary schools both of which will be built as 3FE schools initially with the potential to expand to 4FE later in the development should the demand materialise. Whilst there is reference in the application to 6 hectares of land for primary schools (2 x 3FE), there is no commitment to provide the additional 2 hectares necessary to expand each of the schools by an additional 1FE. The County Council will wish to ensure that appropriate allowance is made in the masterplan to accommodate primary school sites up to 8 hectares (2 x 4ha).
- 2.4 In addition to land the County Council will require a capital contribution towards the cost of constructing the schools. As both schools are likely to be built in 2 phases each will require a contribution of £14,130,000 (3Q2018) for the initial phase of 3FE with 3 early years rooms and a 4FE core. The second phase of 1FE will require a contribution of £2,070,000 (3Q2018).

Secondary Provision

- 2.5 The development will generate 7.5FE of secondary demand. The County Council has sought on-site provision for 8FE whilst slightly below the high level projections using the Council's general multipliers and the application has provided a site of 8 hectares in the masterplan for the secondary school. The application also makes reference to the potential to expand the secondary school by a

further 2FE should demand across the new town and from Waterbeach village require additional capacity. Whilst there is reference in the application to 8 hectares of land for the initial phase, there is no commitment to provide the additional 2 hectares necessary to expand the school by an additional 2FE. The County Council will wish to ensure that appropriate allowance is made in the masterplan to accommodate the secondary school site up to 10 hectares should demand be such that further expansion is required.

- 2.6 In addition to land the County Council will require a capital contribution towards the cost of constructing the school of £30,000,000 (4Q2017) for the initial phase of 8FE.

Post 16 Provision

- 2.7 With the scale of development proposed within the wider area it is likely that there would be a need to secure additional Post 16 provision. It is likely that there would be some capacity in the short-term and that additional provision in Waterbeach would only be required towards the later period of development.

- 2.8 Based on the requirements secured at Northstowe, it would be anticipated that a 400 place post-16 provision would be required. It is unknown at this stage what form this provision might take and this would need to be determined following a review of supply and demand closer to implementation. Based on the Northstowe requirements, a site of 1.8Ha would be required to provide a facility of suitable scale. A facility of this scale would cost £13,300,000 (4Q2017) and it is proposed that contributions are sought from both developers on the new town on a proportionate basis. For this application a contribution of £5,320,000 together with a site of 1.8 hectares will be required.

Special Educational Needs (SEN)

- 2.9 In July 2013, the Council identified a needs for three new Area Special Schools, to be built at Alconbury, Littleport and Northstowe. These were identified to mitigate increasing demand resulting from increasing complexities of need as well as additional housing developments. The assessment of need for additional provision did not take account of development which would come forward as part of future local plans across Cambridgeshire.
- 2.10 As such, whilst, in the short-term there is likely to be some surplus capacity within existing special school provision, in the longer-term there is likely to be a shortfall in provision as the Waterbeach developments are built out. It is anticipated there will be demand for 83 SEN places across the whole

new town based on projections using both current applications. The current application will generate a need for 34 SEN places.

- 2.11 The Council typically builds Special School's to provide places for up to 110 children and young people. It is accepted that this is larger than current projections for demand from the proposed developments. As such, it is not anticipated that the developments would be expected to secure 100% of the capital costs through the S106 agreements.
- 2.12 Based on the full cost of £15,650,000 the 34 SEN places from this development will require a contribution of £4,837,282. There is no requirement for the current application to provide land as this will be provided by the adjacent developer.

Location of Schools

Illustrative Masterplan and Parameter Plans- Secondary School and northern of the two primary schools

- 2.13 The secondary school and the northern of the two primary schools are located adjacent to each other within the far north of the development. In terms of the secondary school, the preference of CCC Education is for secondary schools to be located centrally within the development that they are serving, to provide the heart of the community. The proposed Secondary School is located in the far north of the development and whilst not in the ideal location from an educational perspective, it is appreciated that there may be other masterplan considerations, which have influenced the location of the secondary school.
- 2.14 The Illustrative Masterplan shows the secondary school buildings located towards the south of the school site adjacent to the primary road, with the playing fields located to the north. Whilst it is appreciated that the drainage strategy is only indicative at this stage, the Illustrative Masterplan shows the school playing fields separated from the southern part of the education campus by an existing drainage ditch. Separation of school playing fields by a ditch, would not be acceptable from an education perspective. Provision of a ditch would provide a physical barrier within the school campus, which would not meet the Building Bulletin requirements. It would negatively impact upon the ability to provide comprehensive education layout at the site and it would also present a potential health and safety concerns at the site. As part of the Section 106 agreement, CCC Education would require an unencumbered school site.

- 2.15 CCC Education would request that the Illustrative Masterplan and Design & Access Statement are amended prior to the determination of the application, to show an alternative drainage and masterplanning solution for this area. If not, it could potentially be a matter to be secured by way of a suitably worded planning condition. CCC Education would object to any approval of the Illustrative Masterplan and Design & Access Statement that shows the drainage ditch in its current form.
- 2.16 The secondary school and primary school in the northern part of the site, are both located adjacent to the primary road route, which has bus access and the local centre. They are separated by the Bannold Drove priority cycle route. In accessibility terms, locating the schools adjacent to the bus routes and cycle routes is good urban design and is supported.
- 2.17 Without prejudice to the comments made in section 5 below, in terms of the primary school within the northern part of the site, there is no objection to its location, subject to addressing noise concerns as outlined below.

Illustrative Masterplan and Parameter Plans- Southern Primary School and Sixth Form Centre

- 2.18 The southern primary school is located within the heart of the development, which is supported (subject to addressing concerns over noise issues refer to section 5 below). The Access and Movement Parameter Plan sets out the primary school is adjacent to proposed cycle ways on its northern, eastern, southern and western boundaries. Whilst CCC Education are supportive of provision of good cycle connections adjacent to the school, clarification is required in terms of principle vehicle access point to the school. There is a primary road located to the south of the site, however this is separated from the school by both a cycleway and green corridor. Confirmation will be requested to confirm how suitable access to the school will be provided, the detail of which can be worked up at reserved matters stage.
- 2.19 The sixth form centre is also located within the heart of the development, which is supported in planning terms. It is also located in close proximity to the station, which is also supported. It appears to be well connected in terms of cycleway access. In planning terms, it would have been preferable if the secondary school had been located more centrally and in closer proximity to the sixth form, which would provide a good co- location of uses. It would also allow for better connectivity with the secondary school and the train station. It is appreciated that there may have been other masterplanning considerations that dictated that this was not possible.

Density and Storey Heights Parameter Plans

- 2.20 In terms of density, as set out within the Density and Storey Heights Parameter Plan, the secondary school and primary school within the northern part of the site, are located within a medium density area, where development will predominantly be 3 storeys, but flexibility is allowed for 5 storey buildings in appropriate parts of the site. This is considered to be a suitable approach to density. It should, however, be noted that the primary school is likely to a maximum of two storeys. At detailed design stage care should be taken to ensure that the primary school is not overlooked by adjacent dwellings. The secondary school is likely to be a higher building and having the flexibility to build up to five storeys is considered to be appropriate.
- 2.21 In relation to the southern primary school, this is located in the higher density area of the site, which will be an average of three storeys in height, but with 25% up to five storeys. No objection is raised to this in principle terms, however care should be taken at the detailed design/reserved matters stage to ensure that the school is not overlooked by the adjacent residential parcels.
- 2.22 The sixth form centre is also located in a high density area; no objection is raised to this. It is possible that elements of the sixth form could be four/five storeys in height.

Sustainability Statement

- 2.23 The sustainability Statement references that the non-domestic buildings will achieve a BREEAM rating of at least very good. No objection is raised to this, BREEAM very good rating is consistent with the County Council's own standard for education buildings. CCC Education would be happy to secure this requirement by way of either planning condition or within the Section 106 agreement.
- 2.24 The Sustainability Statement also references the need for electric vehicle charging points within non-residential buildings. No objection is raised to the provision for some electric vehicle charging points within the schools, provided that the number provided is proportional. The applicants would also just note that the school car parks (especially for the primary schools) will be for staff parking rather than having community use.

Environmental Statement - Noise

- 2.25 Further clarification is required in relation to noise matters. Section 12.6 of the Environmental Statement states the following:

'At this stage, the exact layout for outside teaching rooms, playground and other outdoor area for the proposed educational land use is unknown. The outdoor noise area for the proposed school area in the southern part of the site is predicted to be up to 62 dB at the eastern and western boundaries and therefore it is proposed that areas used for non- teaching purposes, such as stairwells, could be located on those facades as a barrier to the road traffic noise.'

- 2.26 In addition, Table 12.29 states that the proposed school area in the northern parcel could experience outdoor noise levels as high as 41-58Db.
- 2.27 The Building Bulletin 93 Acoustic for School Design Guide, states that internally new schools should have a maximum internal noise level of 35Db LAeq, which should be achieved with allowance for natural ventilation. Within areas used for external teaching purposes, for example sports lessons; outdoor ambient noise levels will have a significant impact on communication in an environment, which is already acoustically less favourable than most classrooms. It states that noise levels in unoccupied playgrounds, playing fields and other outdoor areas should not exceed 55 dB LAeq,30min and there should be at least one area suitable for outdoor teaching activities where noise levels are below 50 dB LAeq,30min.
- 2.28 In accordance with the Building Bulletin requirements, CCC Education would raise objection to an education site having internal noise levels of higher than 35 Db or externally of more than 50Db, which is the maximum standard. CCC Education, require flexibility in terms of the layout of the building and positioning non- teaching spaces as a noise barrier is a significant constrain in education terms, which is not supported.
- 2.29 To enable CCC Education to further assess the noise impact to the schools, the following additional information is requested:
- Confirmation of the noise source to the southern school buildings, is the report referring to an existing or proposed road? This is not clear from this section of the report;
 - Confirmation of likely internal noise levels within the school buildings;
 - Clarification of mitigation measures that will not impact upon the design of the schools or the cost of delivery of the schools, which could help address the issues raised.
- 2.30 Further information on the above matters needs to be provided prior to the determination of the application. It is slightly surprising that noise levels are as high as 62dB at the southern of the schools, given that this is the one that is most centrally located within the site. CCC Education will have a holding objection to the application until the above matters have been addressed.

Levels

- 2.31 The site benefits from being relatively flat. CCC Education will require all education sites to be level as part of the Section106 agreement. No objection is raised to the school locations on level grounds.

Conclusion

- 2.32 Elements of the application are supported, such as the good relationship between the education buildings and the cycleway/pedestrian network and that the schools have been planned so that they relate well to the existing road network. However, concern is raised in relation to the following points, which need to be addressed prior to the determination of the application:
1. The provision for an existing drainage ditch through the middle of the Secondary School site is not acceptable. The Illustrative Masterplan needs to be re- designed to ensure that the school site is not separated by a ditch and that it is provided unencumbered.
 2. In addressing point 1 above, the applicants would ask if the applicants could consider any opportunity for the secondary school to be located slightly more centrally to the development.
 3. Further information is required in relation to noise to allow for an adequate assessment of noise at both the internal and external areas of the education sites. Particular concern is raised in relation to the 62Db anticipated at the southern school site, which would not be acceptable to CCC Education.
 4. Confirmation of access to the southern of the two primary school
- 2.33 A holding objection is raised on the application until the above points can be addressed.

3. Mineral and Waste

Waste Management (Operational & Construction)

- 3.1 Policy CS28 of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy seeks to encourage waste minimisation, re-use and resource recovery. It also requires waste audit and management strategies to be prepared in schemes over a certain size. Appendix 4.1, 4.2 and 4.3 of the Environmental Statement addresses this topic and the content of these documents is welcomed.

- 3.2 The matter of waste management should be identified as a reserved matter and, in the event that planning permission is granted, it is suggested that the following condition be imposed:

Detailed Waste Management and Minimisation Plan

Prior to the commencement of development (if not addressed in a reserved matters approval) or any reserved matters approval, a Detailed Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved in writing by the local planning authority. The DWMMP shall include, but not be limited to, details of:

- 1. Construction waste infrastructure including a construction material recycling facility to be in place during all phases of construction;*
- 2. Anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste;*
- 3. Measures and protocols to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site;*
- 4. Any other steps to ensure the minimisation of waste during construction;*
- 5. The location and timing of provision of facilities pursuant to criteria i) to iv);*
- 6. Proposed monitoring and timing of submission of monitoring reports;*
- 7. The proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development;*
- 8. A RECAP Waste Management Guide toolkit shall be completed, with supporting reference material; and*
- 9. Proposals for the management of municipal waste generated during the occupation phase of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable material; access to storage and collection points by users and waste collection vehicles.*

The Detailed Waste Management and Minimisation Plan shall be implemented in full accordance with the agreed details.

Reason: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide 2012; and to comply with the National Planning Policy for Waste October 2014; and Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012.

Sand and Gravel Safeguarding

- 3.3 Policy CS26 (Mineral Safeguarding Areas) seeks to prevent the sterilisation of valuable mineral resources. As shown on page 162 of Proposals Map C (Minerals Safeguarding Areas) of the adopted Cambridgeshire and Peterborough Minerals and Waste Development Plan part of this site is identified as containing a sand and gravel resource. The Planning and Delivery Statement acknowledges the existence of this reserve in paragraphs 5.147 and 5.148.
- 3.4 Paragraph 5.147: Part of the Application Site is within a defined Mineral Safeguarding Area (MSA) as shown on Proposals Map C: Mineral Safeguarding Areas. As indicated within the Core Strategy (paragraph 9.3-9.5), the purpose of MSAs is to ensure that mineral resources are adequately considered in all land use planning decisions. MSAs do not necessarily preclude other forms of development taking place, or identify areas for future extraction, but indicate the potential presence of mineral reserves so that they are not unknowingly or needlessly sterilised by development.
- 3.5 Paragraph 5.148: There is a proven mineral resource in the general locality of the application site, which is considered to be a significant resource. Whilst this will not prevent development from coming forward, in line with the principles of the adopted Minerals and Waste Core Strategy (Policy CS42) the County Council as Mineral Planning Authority will seek to ensure that any mineral extracted during development is put to a sustainable use.
- 3.6 Ensuring the sustainable use of mineral extracted during redevelopment is consistent with the principles of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (Policy CS42) which addresses incidental mineral extraction. In order to ensure that this is addressed satisfactorily, through all the construction phases of the development, it is suggested that if consent is given a clause is included the planning condition which requires the preparation and implementation of a Construction Environment Management Plan covering the sustainable use of any minerals extracted during the construction of the development, so far as this is practicable. If

mineral is to be removed from the site, this will require planning permission from the County Council as Mineral Planning Authority.

Energy Centre

- 3.7 The outline planning application includes the provision of an energy centre intended for local energy generation. The Energy Strategy report suggests this will be provided by a single Combined Heat and Power Plant (CHP) for the entire site, and will be supported by solar panels within the wider development. A range of energy sources to power the CHP are under consideration and it is understood that the applicant is focused on 'clean' methods of energy generation, but has not been specific as to which technology will be eventually chosen. A range of technologies are, however, being considered. One of the technologies being considered, although not preferred at this point, is biomass.
- 3.8 If the applicant is minded to pursue biomass in the future it is recommended that advice is sought from the Waste Planning Authority as to whether the biomass is considered a waste or not. The WPA would be able to provide further guidance at that point as to the considerations involved as proposals involving energy from waste are normally a County Matter.
- 3.9 In this context, and for information, an application has been received and is currently being considered by the County Council as Waste Planning Authority for an Energy from Waste facility at Amey Waterbeach Waste Management Park, Waterbeach. The proposed development is located on a site allocated through the adopted Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan (2012), Policy SSP W1K, which identifies energy from waste as a potential use for the site. This is referred to in the last paragraph on page 1 of the Energy Strategy Report as a potential source of heat which may be connected to and in correspondence included in Appendix B.

4. Libraries

- 4.1 Requirements based on 4,500 dwellings and an estimated population of 11,250 new residents would significantly increase the population of Waterbeach. We would like to review current provision for Waterbeach which has a Library Access Point. This would include proposing a new library based on £97 per head of increased population, within a shared community facility may need to be provided. The library area should have 1000sqm operational space plus 50sqm workroom space adjacent to the library and access to shared community meeting rooms and public toilets.

- 4.2 This contribution is based on the document “Public Libraries, Archives and New Development: A Standard Charge Approach, May 2010”, developed by the Museums, Libraries and Archives Council on behalf of the Department of Culture, Media and Sport, the central government department with overall statutory responsibility for public libraries.
- 4.3 This comment is provided on an informal and without prejudice basis, based on current information. If new information is released, the library service’s comments and requirements may change and this will be confirmed in response to the planning application consultation.

5. Floods Risk

Residual Flood Risk

- 5.1 The Environmental Impact Assessment has revealed that a large part of the site, including one of the primary schools, is located in an area that is at residual risk of flooding as a consequence of a potential breach of the informal river Cam defences. Whilst it is not possible to forecast the frequency or probability of a breach event, modelling has revealed that at the location of the primary school site a depth of 0.5m could be reached in the event of a breach of the defence. Consequently the applicant has proposed a number of mitigations, including the formation of a bund for the northern section of the site around residential areas (and the affected school) and ground raising in the southern part of the site.
- 5.2 The Environment Agency and the Council’s flood risk team have raised a number of concerns relating to the applicant’s approach to assessing and mitigating flood risk. Firstly, before any mitigation solutions are pursued a sequential approach to the allocation of vulnerable uses should be undertaken within the boundary of the site. The sequential test should include all sources of flooding and in this case the residual flood risk from a breach does not appear to have been properly considered in this context. The site is in current day flood zone 1 but the NPPF now requires that climate change is considered. The informal design of the existing defences suggests that the current day flood zone 1 area of the site may well change once climate change is considered. This approach should be used to determine the location of the more vulnerable uses, including the primary school, and whether they should be moved to an area that is not at residual risk before introducing mitigation for the current location.
- 5.3 Secondly, given the financial pressures on all large development sites and the desire to optimise both affordable housing and infrastructure there are concerns about increased costs to any development

of associated additional infrastructure (in this case for flood mitigation). Therefore, before new mitigation options are pursued and relied upon for this site, the existing defences should be considered and whether or not they can be improved, replaced or even removed as part of this project, therefore reducing or removing the existing residual risk rather than creating a new residual risk. Unless these options are considered it will not be known whether less expensive options exist which could also provide benefits to other local landowners.

- 5.4 Thirdly, if other avenues are explored and exhausted leaving only new mitigation options the applicant will still need to provide additional information about adoption and long-term maintenance for new defences.
- 5.5 With regards to the issues raised above the County Council raises a holding objection until the residual flood risk has been assessed in line with NPPF and mitigated to the satisfaction of the local planning and flood risk authorities.

Drainage Strategy

- 5.6 In its role as Local Lead Flood Authority, the Council has made separate representations on the application relating to the surface water drainage strategy raising the need for further information to be provided to enable a full evaluation of the drainage strategy for the development. The Council has requested the following information to be provided:
- Proposed impermeable area which included an allowance for urban creep;
 - Required volume of attenuation
 - Appropriate consideration of climate change;
 - Details of proposed phasing and how each phase will be delivered in relation to the strategic surface water strategy.
- 5.7 The Council has made a holding objection until the above information is provided in the flood risk assessment.

6. Public Health

- 6.1 The application, specifically the Health Impact Assessment, has been compared to the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for

Cambridgeshire. The JSNA contains an evidence review of the built environment's impact on health and has distilled the evidence into the following themes:

- Generic evidence supporting the built environment's impact on health.
- Green space.
- Developing sustainable communities.
- Community design (to prevent injuries, crime, and to accommodate people with disabilities).
- Connectivity and land use mix.
- Communities that support healthy ageing.
- House design and space.
- Access to unhealthy/"Fast Food".
- Health inequality and the built environment.

6.2 The application has therefore been reviewed against these themes to ensure the application and assessments has identified relevant impacts on health and contains specific mitigation measures to address the impact the development can have on human health.

Specific Comments on the Health Impact Assessment

6.3 Overall the Health Impact Assessment is a thorough examination of the potential health impacts from the published literature but lacks an assessment of the development specifically relating to the masterplan and parameter plans, however, at this outline stage of the process the proposed recommendations are appropriate for the development but lack a commitment to deliver them on site.

6.4 Some of the data used in the HIA, particularly housing cost data, is out of date, but this does not materially affect the assessment within that section.

6.5 The HIA has:

- Appraised the potential positive and negative health and well-being impacts from the literature on planned new communities;
- Highlighted potential differential distribution effects of health impacts among groups within the population by asking 'who is affected?' for the impacts identified;

- Suggested recommendations that aim to minimise any potential negative health impacts and maximise potential positive health impacts, referencing where possible the most affected vulnerable group(s), although the level of commitment to deliver these recommendations is not clear.

6.6 For ease of reference the comments on the HIA have been grouped under the themes put forward in the HIA by the applicant i.e.:

- Exercise and Physical Activity
- Housing
- Air Quality and Odour
- Noise
- Potential for Flood Risk
- Crime and Antisocial Behaviour
- Economy and employment
- Access to Services
- Traffic and Transport
- Social Cohesion
- Landscape/townscape and Tranquillity

Exercise and Physical Activity

6.7 At an academic/theoretical level the HIA has identified the health impacts associated with open space, exercise and physical activity, however the commitment to the standards of provision is vague, for example a commitment could be made to ensure appropriate and equitable provision of open green space through using either the ANGSt standard, or the Sport England Active Design Principles which outline the following themes and standards:

- Activity for all
- Walkable communities
- Connected walking & cycling routes
- Co-location of community facilities
- Network of multifunctional open space

- High quality streets & spaces
- Appropriate infrastructure
- Active buildings
- Management, maintenance, monitoring & evaluation
- Activity promotion & local champions

6.8 The HIA has assessed the needs of vulnerable groups and the approaches which may be needed to ensure all people can benefit from increasing physical activity as part of daily life. The HIA contains a good assessment of the links between physical activity and active travel.

Housing

6.9 At an academic/theoretical level the HIA has identified the health impacts associated with housing tenure location and design, however the commitment to the standards to be adopted have not been mentioned and therefore adequately assessed. The principles of housing standards and design are vague and therefore it is difficult to assess the health impacts, this is a reflection of the outline nature of the application. The provision of a range of house types is welcomed but at this stage the full health impacts cannot be assessed. It is therefore recommended that a condition is imposed should the application be granted requiring further a health impact assessment(s) when the precise details of the house design are known. In addition reserved matter applications should include a commitment to build a proportion of homes to Approved Document M (Access to and use of buildings of the building regulations) with an appropriate level and percentages of each category (M4(1) Category 1: Visitable dwellings, M4(2) Category 2: Accessible and adaptable dwellings, and M4(2) Category 3: Wheelchair user dwellings) to be agreed with the local planning authority prior to commencement of works on site.

Air Quality and Odour

6.10 The baseline data evidence for this chapter is thorough, however, at this stage of the development it may be too early to claim that “It is predicted that the Proposed Development is unlikely to attract a large number of additional vehicles to the area surrounding the existing Waterbeach Station. The future do-something scenarios for both years 2021 and 2030 have been predicted to result in a negligible increase in NO₂. PM₁₀ and PM_{2.5} concentrations in the area surrounding the existing Waterbeach Station, including along Station Road.” without the commitment to address suitable

mitigation such as car free areas, low emission zones, travel planning for new residents etc. It also is difficult to have confidence that an increase of 4500 homes will have a negligible impact on air quality, both within the site and beyond into Cambridge City. I would suggest that expert advice is sought from the South Cambridgeshire Air Quality Lead and Cambridge City Air Quality Lead as Cambridge City any additional vehicles is likely to exacerbate poor air quality. It also important to acknowledge that although the air quality standards may not be breached, there may still be health impacts as there is no safe level for PM_{2.5}

Noise

- 6.11 The baseline data and evidence review for this chapter is thorough, however the HIA has not made reference to the mitigation measures contained in the Construction Environmental Management Plan (CEMP) submitted as part of the application.

Potential for Flood Risk

- 6.12 The HIA has identified the main health impacts associated with flooding but has not considered the wider implications due to climate change such as infectious diseases.

Crime and Antisocial Behaviour

- 6.13 The HIA has identified the health impacts associated with crime and fear of crime, including impacts on vulnerable groups, however the commitment to how crime will be designed out of the development is vague, for example the HIA could have stated that the “Secure by Design” principles will/have been used in the development to ensure a safer environment. In addition the HIA has not considered the crime associated with construction compounds, such compounds can become targets for crime or made reference to the mitigation measures contained in the Construction Environmental Management Plan (CEMP) submitted as part of the application. Future reserved matters applications such as design codes need to add greater detail on crime and design, and I would recommend that this is conditioned as part of any consent. Also the figures on page 44 (figure 6) of the HIA are too small to read.

Economy and employment

- 6.14 The HIA has identified the health impacts associated with access to employment specific to the development site and has considered the needs of vulnerable groups the link made between employment and health and wellbeing are supported.

Access to Services

- 6.15 The HIA has not identified the health impacts associated with education, health or community services and infrastructure specific to the development site, although the HIA has acknowledged the links between access to services and health.

Traffic and Transport

- 6.16 The HIA has not identified the health impacts that could be caused by transport planning specific to the development and masterplan, in addition, there should be links to the section on air quality and odour, particularly the impact of transport options on air quality. The HIA should have assessed the health impacts of the principles of connectivity and permeability specific to the development. The health benefits of active travel have been included and there is good suggestions on how active travel can be achieved within and outside of the development through the greenways.

Social Cohesion

- 6.17 At an academic/theoretical level the HIA has identified the health impacts associated with social cohesion but has failed to adequately link these to the specific development and master plan, in addition there is no assessment on the need for early provision of community facilities and associated mental health distress. There is no phasing plan for community facilities or commitment to provide facilities early within the development referred to within the HIA.
- 6.18 One of the findings from the learning from Cambourne report is to provide and incorporate community buildings early in the stages of the development. One of the downfalls in a new community is not having community halls/meeting places built early on i.e. Community halls, pubs, youth clubs, and sport provisions. There also needs to be provision for younger children such as play areas, skate parks etc.
- 6.19 Loneliness and mental health problems were issues coming out of Cambourne partly due to the initial lack of community buildings. It is important to recognise that that people moving into communities

may be moving away from their traditional support systems i.e. family and established communities with provisions to meet people and friends^{1,2}.

- 6.20 The need to provide a Community Development Officer is supported but the HIA lacks a commitment to provide this and therefore this provision should be secured through an appropriate Section 106 contribution.
- 6.21 The HIA has not assessed opportunities for a local community role in decision making and management of the place where they live.

Landscape/townscape and Tranquillity

- 6.22 The HIA has identified the health impacts associated with Landscape/townscape and Tranquillity

Areas missing from the HIA

- 6.23 The HIA has not assessed access to fresh food and food growing, for example there could be a commitment to facilitate the use of the local centres of the “Steads” to provide regular fresh food markets. There needs to be an overall approach to the provision of fresh food which encompasses purchase in retail outlets to the ability “growth your own” through the provision of allotments and/or sufficient garden space. There should be a consideration of healthy options for on-site catering for construction workers as well as through given to controlling fast food outlets.
- 6.24 The proposed care home has not been identified as vulnerable group.

Recommendations contained within the HIA

- 6.25 The recommendations contained in Table 19 (page 74) of the HIA are appropriate but as they are only recommendations not firm commitments they should be incorporated as conditions within the consent, if granted, where appropriate and practicable to do so or should be addressed through appropriate design codes, specifically:

¹ New Communities JSNA 2010 <https://cambridgeshireinsight.org.uk/wp-content/uploads/2018/04/New-Communities-2010.pdf>

² New Housing Developments and the Built Environment JSNA 2015 <http://cambridgeshireinsight.org.uk/wp-content/uploads/2017/08/New-Housing-Developments-and-the-Built-Environment-JSNA-2015.pdf>

1. There should be condition requiring the provision of convenient and secure cycle parking associated with residential areas at an individual dwelling level and at a “Stead” level, as well as at key destinations within the public realm.
2. The development should contain prominent cycle paths, and prioritise pedestrians over road traffic within the proposed development.
3. Active travel routes should lead to key destinations.
4. Housing tenure should be dispersed through the development and affordable housing should be subject to the same design and environmental standards as private housing to avoid concentrating low income and vulnerable people to one area.
5. Non private car transport options (bus, pedestrian and cycle) should be promoted between the existing village, the New Town of Waterbeach and surrounding centres of population and within the entirety of the Waterbeach New Town Development (i.e. both RLW and U&C land).
6. No residential dwelling should be built within an odour buffer zone surrounding the site of the proposed new WWRC site.
7. The construction compound and its boundary should be sited to minimise noise impacts on sensitive receptors.
8. Inclusion of a flood bund should be considered to reduce the risk of intermittent flooding.
9. Through design codes the development should adopt sustainable development principles, e.g. pedestrian friendly street lighting to ensure that a ‘critical mass’ of people are encouraged to use cycle and walking routes, to reduce the opportunities for antisocial behaviour and risk of crime.
10. Car parking and cycle storage should be secure to address the perceived threat of crime, particularly if they are located a distance from homes or residences.
11. Consideration to the types of employment should be undertaken prior to final design and construction.
12. Employment phasing should be considered to ensure that employment opportunities and access to services are created in parallel with housing construction. This phasing should show when the employment development will be delivered and how this will be phased with housing provision to provide a better balance between housing provision and job creation.

13. Bus, pedestrian and cycle routes should be established from early on in the construction phase to enable residents of the New Town to access services which are initially unavailable to them locally.
14. Routes (bus, pedestrian and cycle) between the existing village and New Town should be available as new facilities are established in the new town to enable residents of the existing village to access them.
15. The construction phases should cause minimal disruption to routes used by residents to access local services.
16. High quality, appropriate visible road signage, particularly in the “Steads”, should make it clear to visitors that roads are a shared space with Non-motorised users.
17. In order to promote the development of the new community as the development is phased, schools and health facilities and community facilities should be available at the earliest opportunity.
18. Local voluntary and community organisations should be promoted to encourage integrated communities.
19. Pepper pot social housing provision across the proposed development. In order to promote cohesion across the new community.
20. Allow for periodic consultation across the new town and existing Waterbeach communities to ensure residents (new and existing communities) are informed and involved and supported in decision making.
21. The proposed design code(s) should include available public meeting places, public realm public seating and toilets, safe streets, adequate street lighting, good transport links, local shops and services) in order to contribute to the creation and development of an age friendly community.
22. A community outreach worker/social liaison/community development worker should be provided through Section 106 contributions to act as an advocate for new members of the community and coordinate informal resources between the established community at Waterbeach and the new communities across the two proposed developments at Waterbeach.

- 23. Ensure safe access to Greenspace is maintained for existing residents of Waterbeach Village throughout the construction period.
 - 24. Integrate cycle and pedestrian routes into existing networks as early as possible to enable new residents to access Greenspace.
- 6.26 Install green infrastructure site wide during early construction phases to allow it to mature and help minimise the visual impact of later development phases.

7. Connecting Cambridgeshire

- 7.1 We would request the following planning condition be included regarding the need for Fibre/Fibre ducting to be developed during the construction of the development:

Prior to the commencement of any residential development, a strategy to enable a gigabit capable digital infrastructure for future occupants of the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall seek to ensure that upon occupation of a dwelling, either a gigabit capable fibre or ducting to facilitate the provision of a fibre enabled broadband service to that dwelling from a site-wide network, is in place and provided as part of the initial highway works (including fibre or ducting to existing live fibre services) and in the construction of frontage thresholds to dwellings that abut the highway, unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure. The development of the site shall be carried out in accordance with the approved strategy.

BOURN AIRFIELD – OUTLINE PLANNING APPLICATION CONSULTATION RESPONSE

To: Economy and Environment Committee

Meeting Date: 7 February 2019

From: Graham Hughes, Executive Director (Place and Economy)

Electoral division(s): Cambourne, Bourn

Forward Plan ref: 2019/005 **Key decision:** Yes

Purpose: To consider and endorse the officers' response to an outline planning application for up to 3,500 new dwellings at Bourn Airfield.

Recommendation: Committee is asked to:

- a) Consider and approve the Council's comments on the planning application and draft section 106 heads of terms;
- 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 Council's response in Appendix 1; and
- c) Delegate to the Executive Director (Place and Economy) in consultation with the Chairman and Vice Chairman of the Committee the authority to conclude negotiations on the section 106 agreement.

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1.0 BACKGROUND

- 1.1 Countryside Properties (UK) Ltd and the Taylor family (landowners) have jointly submitted an outline planning application (OPA) to South Cambridgeshire District Council (SCDC), as the local planning authority, for 3,500 new homes. This report seeks Member endorsement of the officer response to the planning application consultation, which was submitted to SCDC on the 9 November 2018, in order to meet the consultation deadline. It is not expected that SCDC will determine the OPA until autumn 2019 at the earliest.

The Site – Bourn Airfield

- 1.2 Bourn Airfield is situated to the north of Bourn village, to the east of Cambourne and approximately 9 km (5.5 miles) west of Cambridge. It is served by the A428 trunk road which connects St Neots and Cambridge. Diagram 1 below shows the location of the site in relation to adjacent settlements in Cambridgeshire.



Diagram 1: Location plan for proposed development

Source: Bourn Airfield Planning Application

- 1.3 The development site is 210 hectares (519 acres) in size and was previously laid out as a World War II bomber airfield. Today it is primarily used for agriculture with a private airfield and container storage utilising the remaining runways. The north eastern quarter of the airfield, outside of the OPA site, has been developed for employment uses.

1.4 The OPA proposes :-

- a new mixed use village comprising approximately 3,500 dwellings;
- mixed uses comprising employment, retail, hotel, leisure, residential institutions, education, community facilities, open space including parks, ecological areas and woodlands, landscaping; engineering for foul and sustainable urban drainage systems;
- footpaths, cycleways, public transport infrastructure;
- highways, including a principal eastern access from the roundabout on St Neots Road and western access with Broadway, including the first section of a strategic public transport route; and
- associated infrastructure, groundworks and demolition.

- 1.5 As an outline planning application, the applicant is seeking to establish whether the general scale and nature of a proposed development would be acceptable to the local planning authority, before a fully detailed proposal is put forward. All matters (such as appearance, landscaping and layout) are reserved, except for matters of access including the principal highway junctions from St Neots Road roundabout and the Broadway. Detailed matters will be agreed by way of subsequent Reserved Matters planning applications.
- 1.6 Any planning application will be considered in line with planning policy (see paragraphs 2.3 to 2.5) and any consent granted will be subject to securing a S106 Agreement¹ to mitigate any adverse impacts of the development on existing infrastructure, such as highways or schools.
- 1.7 Pre-application discussions have been held with County Council officers, as well as public consultation events and workshops. These events have helped to establish the requirements for the proposed development.
- 1.8 The masterplan has also been reviewed by the Cambridgeshire Quality Panel in June 2016 and December 2017. The Panel were generally supportive of the development proposals in principal, subject to a number of recommendations in relation to the north-eastern corner of the site, local centre, schools, connectivity and treatment of the development edges. These matters will be addressed either through the extant outline or subsequent reserved matters planning applications.

¹ Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as s106 agreements, are a mechanism which make a development proposal acceptable in planning terms, that would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development. S106 agreements are often referred to as 'developer contributions' along with highway contributions and the Community Infrastructure Levy.

1.9 Diagram 2 below shows the illustrative masterplan for the development proposals.



Diagram 2: Masterplan drawing of proposed development

Source: Bourn Airfield Planning Application

1.10 The planning application reference number is S/3440/18/OL.

2.0 MAIN ISSUES

2.1 Appendix A of this report contains the full officer response submitted to SCDC. Where necessary, valid objections (either 'objection' or 'holding objection') have been made which will constitute a material consideration when the local planning authority determine the planning application at planning committee. The degree of weight attached to these material considerations will be set out in the SCDC planning officer report.

2.2 The main County Council officer comments are summarised in paragraphs 2.3 – 2.14 below.

Development in principle

2.3 The South Cambridgeshire Local Plan (2018) under Policy SS/6 allocates Bourn Airfield for a new village of approximately 3,500 dwellings. This policy is to be supplemented by preparation of a Supplementary Planning Document (SPD) with the aim of contributing towards meeting housing need in South Cambridgeshire in the period to 2031 and beyond. The SPD is expected to be adopted by late summer 2019.

2.4 The site is designated Previously Developed Land in accordance with the National Planning Policy Framework (NPPF).

- 2.5 The development will contribute towards the corporate priorities of the Council, as set out in paragraphs 3.1 to 3.3 of this report.

Developer contributions / s106 agreement

- 2.6 Officers have and will continue to work with the applicant and SCDC to secure an acceptable s106 agreement to mitigate any negative impacts arising from the development. Such provisions must be in accordance with the Town and Country Planning Act 1990 and in particular, contributions must meet the following tests:-

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonable related in scale in kind to the development.

- 2.7 Table 1 below sets out the key infrastructure items required and proposed for the development. It is recognised that much of the applicant's offer reflects discussion from some time ago and that changes are now required as a result of new requirements, amended specifications or new policy (and Indexation).

- 2.8 The final heads of terms will be approved by the local planning authority prior to resolving to grant a planning permission. It is recognised that there is further work to do on the heads of terms prior to this and this table captures the key issues. Members should be mindful that these will be scrutinised against the legal tests in 2.6 above and possible viability assessment of the development. The Committee is asked, therefore, to endorse the current heads of terms as set out below and provide delegated authority as set out in the recommendation to conclude the negotiation.

Table 1: Draft S106 Heads of Terms (County Council Only)

Contribution Infrastructure	Initial Developer Position	Updated Development Contribution Amount Required (with Indexation Date)).	Comments
Primary schools (with early years provision)	£26,570,190 (4Q17) for 6FE (2 x 3FE)	£29,700,000 (3Q18) for 7FE provision (1 x 3FE and 1 x 4FE)	Applicant has used previous general multipliers and therefore underestimated extant requirement.
Secondary school	£24,500,000 (3Q17)	£24,657,000 (3Q18)	Minor adjustment and indexation
Special Education Needs (SEN) + start-up cost	£3,768,990 + £39,840 (4Q17)	£3,768,990 + £39,840 (4Q17)	Agreed
Children's Centre	TBC	Provision in kind	Office + room. Could be provided at a community building or school.

Contribution Infrastructure	Initial Developer Position	Updated Development Contribution Amount Required (with Indexation Date)).	Comments
Nursery	£0	£0	D1 Use Class Order designation
On-site school start up fees	£120,000 (£40,000 per school)	£250,000 (comprising £50,000 per primary school and £150,000 for the secondary school)	Start-up costs have changed in the October 2018 Schools Forum
Library	To be confirmed	To be confirmed	
Public Health	To be confirmed	To be confirmed	
Household Waste Recycling Centre	To be confirmed	£633,500 towards St Neots recycling centre in accordance with Recap policy of £181 per dwelling	
Transport	To be confirmed	To be confirmed	To be agreed

Education

- 2.9 The planning application proposes to provide two new on-site primary schools (with early year's settings), a new on-site secondary school and an off-site contribution towards Special Educational Needs (SEN). In addition, plots will be available for private nursery use (D1 use classification), subject to market demand. This approach is supported in principle, subject to agreeing the detailed site and financial matters in the s106 agreement.
- 2.10 The Council's Education Service has identified that the applicant needs to update their child yield requirements to take account of revised general multipliers, as approved by the Council's Children and Young Person's Committee in December 2017. This will require some additional land and school building, as detailed further in paragraphs 1.8 to 1.12 of the officer response in Appendix 1.
- 2.11 The planning application purports that the schools should be built to BREAM "Excellent". This is in conflict with the County Council policy of construction to BREAM "Very Good" and is a more onerous requirement that is proposed for non-education buildings on the development. A holding objection is raised until the BREAM requirements of this development are aligned with County Council policy.
- 2.12 The schools will be funded through s106 contributions, secured in accordance with the planning tests detailed in paragraph 2.6 of this report, and as set out in Table 1 above.

Archaeology

- 2.13 A holding objection is raised until officers are satisfied that the impacts of the development on the heritage assets of archaeological importance are adequately addressed with regard to mitigation measures.

Transport Assessment

- 2.14 A holding objection is raised until, (i) further information is provided and assessed and the Transport Assessment is approved, (ii) the mitigation measures and contribution amounts, including those for the Greater Cambridge Partnership schemes are fully agreed, and (iii) Public Rights of Way requirements are satisfied.

Other services

- 2.15 Public Health, Lead Local Flood Authority, County Planning and Strategic Waste and Library Service have raised issues of concern which can either be addressed by way of planning condition or by working with the application to agree appropriate mitigation measures.

3.0 ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The development will provide a range of employment opportunities both during the construction and subsequent delivery phases of the schools, community facilities and local centre. There will also be 10,000m² of employment space.

3.2 Helping people live healthy and independent lives

The applicant has assessed the health impacts of the development through undertaking a Health Impact Assessment (HIA) which suggests measures to encourage healthy lifestyles such as a Travel Plan to support walking, cycling and sustainable transport modes. The development is proposing a retirement/care living facility.

3.3 Supporting and protecting vulnerable people

This has been assessed through the HIA.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no further significant resource implications at this stage.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category other than the need to settle the terms of an agreement under s106 of the Town and country Planning Act 1990 with the applicant, landowners and South Cambridgeshire District Council.

4.4 Equality and Diversity Implications

There are no significant implications within this category

4.5 Engagement and Communications Implications

There are no significant implications within this category

4.6 Localism and Local Member Involvement

There are no significant implications within this category

4.7 Public Health Implications

There are no significant implications within this category

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: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
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: Andrew Preston
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

Source Documents	Location
OPA S/3440/18/OL	Click on link in source documents. Room 304, Shire Hall, Cambridge

APPENDIX 1: OFFICER RESPONSE TO OUTLINE PLANNING APPLICATION FOR BOURN AIRFIELD



County Council Officer Comments

*Outline planning application a new mixed use village comprising residential development of approximately **3,500 dwellings**; mixed uses comprising employment, retail, hotel, leisure, residential institutions; education, community facilities, open space including parks, ecological areas and woodlands, landscaping; engineering for foul and sustainable urban drainage systems; footpaths, cycle ways, public transport infrastructure; highways including a principal eastern access from the roundabout on St Neots Road and western access with Broadway including first section of strategic public transport route; associated infrastructure, groundworks and demolition; with all matters reserved except for the principal highway junctions from the St Neots Road roundabout and onto Broadway with some matters reserved except for access.*

S/3440/18/OL

Summary Response

- i This note sets out the County Council officer comments on the above outline planning application in response to a consultation by South Cambridgeshire District Council. Whilst County Members have been made aware of the consultation, this response does not include their comments or considerations. The County Council Environment and Economy Committee will consider the S106 agreement draft Heads of Terms, before any agreement is signed and note the officer response – providing any key further comments as appropriate. Currently, a February 2019 committee is scheduled for consideration of this planning application.
- ii Officers broadly support the principle of residential-led development on this site, as part of the proposals and broader growth agenda for South Cambridgeshire and Cambridge, and as established in the South Cambridgeshire Local Plan (2018) at Policy SS/7: New Village at Bourn Airfield.
- iii Support for this planning application is subject to resolving the issues and objections raised, application of appropriate and necessary planning conditions and the satisfactory signing of a S106 agreement.
- iv Set out below are the detailed officer comments from County Council Service Teams, identifying any issues to be addressed by the applicant and mitigation measures necessary to make the development acceptable in planning terms. Such measures will be compliant with the planning tests of:-
 - Necessary to make the development acceptable in planning terms
 - Directly related to the development
 - Fairly and reasonable related in scale and kind to the development

- v The following County Council Services have been consulted (✓ denotes response received):-
- Archaeology – ✓
 - County Planning/M&W/Strategic Waste ✓
 - Digital Infrastructure & Connecting Cambridgeshire – no comments Received
 - Ecology – no comments received
 - Education ✓
 - Energy Investment – no comments received
 - Floods and Water ✓
 - Library ✓
 - New Communities ✓
 - Public Health ✓
 - Transport Assessment & Highways ✓
- vi This response is not necessarily limited to the full extent of comments which might have been made by other officers/services of the Council and it is acknowledged that comments might be superseded by further updates as discussions progress.

Service Comments

1 EDUCATION

- 1.1 The County Council is the Local Children's Services Authority for Cambridgeshire and its recommendations should be a material consideration in the determination of this planning application.
- 1.2 The National Planning Policy Framework (2018) sets out that development should come forward through a plan-led system and that strategic policies should set out an over-all strategy for pattern, scale and quality of development, and make sufficient provision for (amongst other provision) community facilities such as education – para 21. It adds at para 34 that development contributions expected should be set out in plans, such as those for education. Further, para 94. States "It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:
- a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
 - b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted."
- 1.3 The South Cambridgeshire Local Plan (2018) at Policy SS/7, point 10 requires that the village will ensure the provision, management and maintenance of infrastructure, services and facilities to meet the needs of the village – and this would include education. In response to the applicant's proposal, the Council's requirement is that the development must to provide sufficient on-site land for early years, primary and secondary schooling with associated, proportional financial contributions towards the build costs.

- 1.4 It is acknowledged that much of the provision set out in the OPA reflects discussions from time ago and that due to the passage of time some changes are now required to reflect new requirements, specifications and policy.

Locations of the proposed school sites

- 1.5 The applicant has identified proposed sites for the on-site primary (2 No.) and secondary (1 No.) schools and shared them with Council officers. The location of the proposed primary school in the southern part of the site is considered to be acceptable and represents good urban design. It is recommended that the location of the primary school in the northern part of the site could be re-positioned slightly further south-west and swapped with the pavilion building. This would provide for a location more central within the overall site, with ease of access to the valley park. As part of this the proposed open space to the east of the schools' current location could also be moved west, adjacent to the eastern boundary of the school building. The location of the Secondary School on the site is well related to the busway /expressway and appears to have been informed by good urban design principles. The key concern in its location relates to noise from the A428. Additional information should be provided at this stage to provide further comfort on both internal and external noise levels at the school, having regard to Building Bulletin and the Acoustic for Schools Design Guide (2015).
- 1.6 For any queries in relation to school sites and specifications, please contact the Council's Education Capital Strategy Manager (Graham Tweed) on 01223 699804, who has commissioned a technical assessment of the school sites.

Size of proposed schools

- 1.7 The Council uses general multipliers to determine the likely number of children expected from the development at early years, primary and secondary levels. This is appropriate, since the planning application is at an outline stage and the exact mix of dwellings is not yet known or agreed. Detailed multipliers are only used when a development mix is agreed.
- 1.8 The information in the planning application (paragraph 9 of the Environmental Statement) is based on previous Council general multipliers, which were updated and approved by the Council's Children and Young Person's Committee on 5th December 2017. This increased the primary school general multiplier from 35 children per 100 dwellings to 40 children per 100 dwellings.
- 1.9 If the extant primary general multiplier of 40 children per 100 dwellings is applied then the yield would be 1,400 children ($(3,500 \text{ dwellings} \times 0.4 = 1,400 \text{ children})$). This is equivalent to 6.7FE. On this basis, there may be a need for 7 FE of primary provision, likely comprising of 1 x 4FE and 1 x 3FE school rather than 2 x 3FE schools, as currently proposed in the OPA.
- 1.10 A 3 FE primary school requires a site of 3 hectares and a 4 FE primary school a site area of 4 hectares. The proposed master plan will need to be reviewed in this respect.
- 1.11 A 6FE secondary school requires a site of 7 hectares.

- 1.12 The principle of shared community uses is generally supported, however, it is highlighted that ultimately it will be for the school operator to agree to this and any such requirements over and above that necessary for the operation of the school must be identified and, where appropriate, costed separately to ensure compliance with the planning tests.

School Costs

- 1.13 During pre-application discussions, initial costs were provided for the schools, based on available information at that time. Updated costs have now been produced for comparable primary schools, as given below.
- 3 FE primary school with Early Years provision = £13,500,000 (3Q18)
 - 4 FE primary school with Early Years provision = £16,200,000 (3Q18)
- 1.14 The Cambourne West secondary school, also 6FE, is costed at £22,215,000 (4Q16) and subject to minor adjustment including indexation would cost £24,657,000 (3Q18) at Bourn Airfield.
- 1.15 These updated costs, at this stage of the process, remain indicative, and are based on the Council's standard cost estimate approach. This reflects the contract costs of recent projects across the County and the accommodation requirements set out in the Department for Education's Building Bulletin 103. Due to the timescales for likely delivery no allowance has been made for:
- Tender-price inflation to construction mid-point;
 - Local market conditions; or
 - Brexit currency fluctuations.

Triggers

- 1.16 Council officers will work with the applicant to agree primary school triggers for the s106 agreement, however, the expectation is that payments will be the Council's standard approach, as follows:-
- 10% on commencement
 - 65% 12 months after commencement
 - 25% 24 months after commencement
- 1.17 Triggers for the second primary school will need to be agreed to reflect the pace and delivery of housing and therefore may differ from the proposed triggers of 10% prior to occupation of 900th dwellings; 65% payable no later than 12 months after 900th occupation; and 25% payable no later than 24 months after 900th occupation.
- 1.18 Council officers will work with the applicant to agree secondary school triggers for the s106 agreement, however, the expectation is that payments will be as follows:
- 10% payable by no later than 900th dwelling;
 - 65% payable no later than 12 months after 900th occupation;
 - 25% payable no later than 24 months after 900th occupation.

Phasing

- 1.19 Both the secondary and primary schools located within the northern area of the site will be provided within Phase 1 of the development, which is supported. Officers have some concerns that the second primary school is located in Phase 4 of the development. The timing of the 2nd school will depend on the trajectory of the development but may be needed before phase 4 begins. The Council will need access to the site at least a year before the opening date to construct it, hence officers have concerns that the Council will incur additional costs if basic services, such as access roads are not in place.

School Design

- 1.20 Whilst it is premature to commence the design process for the schools at present, Council officers will continue to engage with the applicant's team, and the local planning authority, to ensure that appropriate design aspirations for the school are achieved together with common design themes for the development and emerging Design Codes. The applicant will also be invited to form part of the design team over-seeing the school designs.
- 1.21 In accordance with Council policy, schools are built to BREAAAM "Very Good". Objection would be raised to any requirement to achieve BREEAM 'Excellent'. A BREEAM 'Very Good' Standard could be secured by way of suitably worded planning condition and would be consistent with the SCDC Local Plan (2018) for non-education buildings greater than 1000 square metres to achieve BREAAAM "Very Good" also.

Indexation

- 1.22 Any financial contributions will require the application of Indexation, using the BCIS Index, from the date of the project cost given as stated in this response (or as amended by agreement).

Special Education Needs (SEN)

- 1.23 The Council has a statutory duty (under the Children and families Act 2014) to secure appropriate provision for children and young people with SEND requirements from 2 – 25 years of age. The County Council had already agreed at Cabinet in July 2013, the need for three new Area Special Schools and subsequently the need for a fourth school has arisen.
- 1.24 This development is expected to be served by the proposed Northstowe Area Special School and require 30 places at a cost of £111,818 per place (4Q14) or £3,354,540 (4Q14).
- 1.25 The number of places is calculated as 3,500 x 0.85 (no of residents aged 0 -25) of which 1% (30) would require SEN provision.

Start Up Costs

- 1.26 Start-up costs are sought, where appropriate, to allow for new schools to appoint staff ahead of opening, to fill the funding gap. These costs were updated at the Schools Forum and are currently £50,000 per primary school and £150,000 per secondary school.

Children's Centres

- 1.27 In line with the current Council approach to Children's Centres, an office and access to a room is required, which could be at a school or other suitable community building. There is no requirement for a financial contribution to build additional dedicated space.

Private Nursery

- 1.28 Council officers support the provision of D1 uses in the application, since this will allow for private nursery provision – subject to market demand – to be provided within the development.

2 ARCHAEOLOGY

- 2.1 The County Council is the local authority archaeology service and maintains the Historic Environment Record (HER) which is the comprehensive, accessible and authoritative record of the local historic environment. The HER is used to formulate advice to local planning authorities and is a material consideration in the determination of any planning application.
- 2.2 The National Planning Policy Framework (2018) sets out in section 16 the approach to conserving and enhancing the historic environment and specifically at para. 192 "In determining applications, local planning authorities should take account of:
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c) the desirability of new development making a positive contribution to local character and distinctiveness."
- 2.3 The South Cambridgeshire Local Plan (2018) at Policy NH/14: Heritage Assest sets out the policy context for this application.
- 2.4 The application area has been subject to geophysical survey and trial trench evaluation, undertaken by the applicant's archaeological contractor (Oxford Archaeology East) in accordance with a Written Scheme of Investigation agreed with the County Council's Historic Environment Team. Unfortunately the evaluation results have not yet been provided to the Council to date.
- 2.5 Officers therefore place a holding object to the planning application on the grounds that the applicant has not adequately described the impacts of development on heritage assets of archaeological importance and has not put forward appropriate strategies to mitigate the development impact.
- 2.6 Officers will advise further when we are in receipt of the evaluation results.

3 PUBLIC HEALTH

- 3.1 The comments below should be taken in the context that this response is from Public Health within the County Council and that South Cambridgeshire District Council as the Planning Authority have the responsibility to score the submitted Health Impact Assessment (HIA) as per their local plan policy and Supplementary Planning Document on HIA.
- 3.2 The application, in particular the Health Impact Assessment, has been compared to the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire².
- 3.3 The JSNA contains an evidence review of the built environment's impact on health and has distilled the evidence into the following themes:
- Generic evidence supporting the built environment's impact on health.
 - Green space.
 - Developing sustainable communities.
 - Community design (to prevent injuries, crime, and to accommodate people with disabilities).
 - Connectivity and land use mix.
 - Communities that support healthy ageing.
 - House design and space.
 - Access to unhealthy/"Fast Food".
 - Health inequality and the built environment.
- 3.4 The application has therefore been reviewed against these themes to ensure the application and assessments has identified relevant impacts on health and contains specific mitigation measures to address the impact the development can have on human health. The HIA references other documents which should have been submitted with the application, where possible these have also been reviewed, however one of documents referenced could not be found on the South Cambridgeshire District Council website, namely the "Social Infrastructure Statement incorporating Sports Strategy and Community Development Strategy" produced by Quod, reference 4g.
- 3.5 Specific comments on the Health Impact Assessment are as follows.
- 3.6 For ease of reference the comments on the HIA reflect the chapter headings and structure of the HIA.
- 3 HIA Methodology
 - 4 Health Profile
 - 5 Wider Determinants of Health
 - Public Services and Community Infrastructure
 - Physical Activity and Access to Open Space
 - Air Quality and Noise
 - Transport
 - Crime and Community Safety

² <http://cambridgeshireinsight.org.uk/joint-strategic-needs-assessment/current-jsna-reports/new-housing-developments-and-built-environment>

- Healthy Food
 - Access to Employment
- 6 Stakeholder Engagement
- 7 Assessment, Mitigation and Monitoring

HIA Methodology

- 3.7 The methodology is sound and follows the guidance set out in the South Cambridgeshire District Council SPD on Health Impact Assessment. The Joint Strategic Needs Assessment which has been quoted as being used in the HIA is only one of a suite of JSNA's reference should also have been made to the "Transport and Health JSNA" and the "New Housing Developments and the Built Environment JSNA". The use of the HUDU checklist is appropriate and together with the "People Proofing Principles" (from the SCDC HIA SPD) establishes a sound framework for the HIA.
- 3.8 The qualification of the limitations and uncertainties of the baseline data is welcomed. The chapter concludes that as the "application is submitted in outline, ... many detailed aspects of the Development, which could have implication for health, will be determined at the reserved matters stage" a mechanism for this has not been suggested", **therefore should the application be granted consent a condition should be imposed requiring that:**

"A Statement of Compliance shall be submitted for approval with each reserved matters application, pursuant to this outline permission, to show that the Mitigation, Recommendations and Monitoring put forward within the Health Impact Assessment have been implemented and addressed."

Reason: To ensure that the development and associated mitigation and recommendation measures takes place in accordance with the principles, parameters and assessment contained within the Health Impact Assessment, Application Documentation, and Environmental Statement.

Health Profile

- 3.9 The Health Impact Assessment has provided a sound "health profile" of the local area and the district as a whole. Whilst the Health Profile has used data from the Cambridgeshire JSNA Summary report it would have benefitted from a more in depth analysis using the themed JSNAs, in particular the New Housing Developments and Built Environment JSNA and the Transport and Health JSNA.

Wider Determinants of Health

- 3.10 The HIA has identified the main links between poor housing and poor health outcomes, including homelessness, and has linked this to the baseline health profile. Whilst produced a number of years ago the "Housing JSNA" could have be used to supplement the data. This section could have made reference to the changing needs of housing over a lifetime and the need to provide housing near employment.

Public Services and Community Infrastructure

- 3.11 The HIA has identified the main links between public services and community infrastructure and building strong, sustainable and cohesive communities.
- 3.12 The assessment on Health Care provision will need to be checked with Cambridgeshire and Peterborough Clinical Commissioning Group as the data used (1 GP per 1800 patients) may not reflect the current model of health care commissioning. The allocation of space for a new health centre within the D1 allocation is welcomed.
- 3.13 Section 5.18 makes reference to the market providing Dentists, opticians and pharmacy services should demand exceed existing supply, it should be noted that the decision to provide these services may not be up to “the market” but is likely to require “permission” from NHS England.

Early Years Provision

- 3.14 No comments

Primary School Provision

- 3.15 No comments

Secondary School Provision

- 3.16 No comments

Social Cohesion and Social Capital

- 3.17 The HIA has identified the main links between community infrastructure and poor health outcomes, including the need to deliver community infrastructure early within the development as identified within the New Housing and the built environment JSNA.

Physical Activity and Access to Open Space

- 3.18 The HIA has identified the main links between Physical Activity and Access to Open Space and poor health outcomes. The HIA has not used a health based model to determine distance to open space, it is recommended that the provision of open space is compared to the ANGSt standard. The Health impact assessment needs to consider each area of open space in relation to proximity and access to/from residential areas to ascertain the potential health impacts. Reference is made to the “Landscape Strategy”, this could not be found on the South Cambridgeshire DC website as a submitted document as part of the planning application.
- 3.19 The HIA has not identified the health impacts “phasing” will/may have on health outcomes and the need to provide open space at an early stage.
- 3.20 The HIA could have used tools such as the Sport England Active Design Principles to ensure physical activity becomes part of everyday living in the development.

Air Quality and Noise

- 3.21 At this stage it is too early to claim that the “Development will have an imperceptible effect on air quality” as the road layouts and the energy options are not fixed or been decided. Also it is difficult to have confidence that an increase on 3,500 homes will have a negligible impact on air quality, both within the site and beyond into Cambridge City. I would suggest that expert advice is sought from the South Cambridgeshire Air Quality Lead and Cambridge City Air Quality Lead as Cambridge City already has an Air Quality Management Area and any additional vehicles is likely to exacerbate the air quality problem in the City.
- 3.22 The HIA, in section 5.47, has not mentioned initiatives such as EV charging points or car free areas/zones as measures to ensure a neutral or positive effect on air quality.

Transport

- 3.23 The HIA has identified the main links between transport and poor health outcomes, and has used local data from the Transport and Health JSNA. The prioritisation of walking and cycling is supported. The provision of a link to Cambourne within the first phase is welcomed.
- 3.24 Officers would therefore recommend that the following points are carried forward and are included within the design code and the Bourn Airfield SPD.
- Prioritising walking as the primary transport choice within the site, including through creating safe, attractive, and accessible walking routes through the Application Site.
 - The design of the overall road and street network provides a logical hierarchy of connections, which will be designed to provide sufficient space and a public realm to ensure a comfortable walking experience away from conflict from motor traffic or parked vehicles. The safe routes will be well-maintained and legible with lighting, signage and the use of quality materials.
 - Designing improved cycle routes through the development that are interconnected to existing external cycle links, with off and on-road routes.
 - Cycle routes that are suitable for both commuters and for leisure or other slower speed cycling, for instance through prioritising direct routes for the former and routes with more scenic interest and stopping places for the latter.
 - Cycle parking at least at the levels required by SCDC, to include space for larger cargo bikes in some locations (also useful for mobility cycles and trikes).
 - Walkable access between the application site and Cambourne.
 - “Soft” measures be promoted to encourage cycling and walking such as promotion of Travel for Cambridgeshire, promotional material and maps in Welcome Packs and as visitor information, provision of a Travel Plan Coordinator or similar to promote and where possible offer incentives to cycle.

Crime and Community Safety

- 3.25 The HIA has identified the main links between Crime and Community Safety and poor health outcomes. The HIA states that the detailed measures to reduce and prevent crime will be set out at the Reserved Matters Stage, therefore as mentioned above any consent should require **“A Statement of Compliance shall be submitted for approval with each reserved matters application, pursuant to this outline permission, to show that the Mitigation, Recommendations and Monitoring put forward within the Health Impact Assessment have been implemented and addressed.”**

Healthy Food

- 3.26 The HIA has considered options for growing fruit and Vegetables and the provision of healthy food through local food outlets but has not considered the availability of fast food outlets in the vicinity of the site or options to limits A5 uses within the development site. The consideration of healthy options for on-site catering for construction workers has not been considered. I would therefore recommend that the recommendations and findings of the Town and Country Planning Association (TCPA) guidance on “Planning Healthy Weight Environments” are carried forward and are included within the design code and the Bourn Airfield SPD.

Access to Employment

- 3.27 The HIA has identified the main links between Access to Employment and poor health outcomes, the HIA could have included the links between access to transport and accessing employment.

Stakeholder Engagement

- 3.28 No comments

Assessment, Mitigation and Monitoring Housing

- 3.29 The mitigation measures proposed are supported.

Access to Public Services

- 3.30 The mitigation measures proposed are supported, however the mitigation measure for community development workers should be stronger i.e. Community Development Workers or equivalent will be provided as part of the development and will be available prior to first occupation.

Access to Open Space and Nature

- 3.31 The mitigation measures proposed are supported. In addition at the Reserved Matters stage the design of open space should take into account the findings of the “New Housing Developments and Built Environment JSNA” and therefore should be fed into the Design Codes and the Bourn Airfield SPD.

Air Quality, Noise and Neighbourhood Amenity

- 3.32 The mitigation measures proposed are supported. In addition the Reserved Matters application for Boilers should also include low emissions for PM_{2.5} and PM₁₀ as well as NO_x. The Development’s Travel Plan should also include Electric Vehicle Charging points and these should be carried forward within the design code and the Bourn Airfield SPD.

Accessibility and Transport

- 3.33 The mitigation measures proposed are supported. In addition the travel plan should make use of the latest evidence on active travel and modal shift, such evidence should be used in the preparation of the design code and the Bourn Airfield SPD.

Crime Reduction and Community Safety

- 3.34 The mitigation measures proposed are supported and should be used in the preparation of the design code and the Bourn Airfield SPD.

Access to Healthy Food

- 3.35 The mitigation measures proposed are supported, however the applicant should consider healthy options for on-site catering for construction workers and the potential for restrict unhealthy fast food outlets in the local/town centres and therefore the recommendations and findings of the Town and Country Planning Association (TCPA) guidance on “Planning Healthy Weight Environments” should be included within the design code and the Bourn Airfield SPD.

Access to Work and Training

- 3.36 The mitigation measures proposed are supported, however the commitment to deliver these is vague. The applicant through negotiation should specify which of the mitigation measures WILL be adopted.

Social Cohesion and Lifetime Neighbourhoods

- 3.37 The mitigation measures proposed are supported, however the commitment to deliver some of these is vague. It is recommended that the applicant confirms that the mitigation measures WILL be adopted rather than “could”.

Minimising the use of resources

- 3.38 The mitigation measures proposed are supported, however the commitment to deliver some of these is vague. It is recommended that the applicant confirms that the mitigation measures WILL be adopted rather than “could”.

Climate Change

- 3.39 The mitigation measures proposed are supported, however the commitment to deliver some of these is vague. It is recommended that the applicant confirms that the mitigation measures WILL be adopted rather than “could”. In addition to the Reserved Matters applications which will contain detail on climate change, climate change should also be carried forward within the design code and the Bourn Airfield SPD.

Areas not addressed within the Application

- 3.40 The HIA has not assessed the role of and opportunities for the local community in decision making/governance and management of the place where they live, or the integration of existing and new communities (Cambourne, Bourn, Caxton)

Summary of Public Health Comments

- 3.41 The HIA is a thorough assessment of the potential health impacts associated with the development. It is evidence based and has used local data appropriately. The mitigation measures proposed are in the main part acceptable however the level of commitment to some the measures is vague.
- 3.42 Most of the mitigation measures will need to be agreed at the Reserved Matters stage and design coding and through the SPD. In order to have confidence that the mitigation measures contained in the Health Impact Assessment are implemented a "Statement of Compliance" as requested above should be submitted with each Reserved Matters Application.
- 3.43 The HIA references other documents which should have been submitted with the application, however one of documents referenced could not be found on the South Cambridgeshire District Council website, namely the "Social Infrastructure Statement incorporating Sports Strategy and Community Development Strategy" Therefore my comments only reflect the HIA until the other documents are available.

4 LEAD LOCAL FLOOD AUTHORITY (LLFA)

- 4.1 The County Council is the Lead Local Flood Authority for Cambridgeshire and its recommendations should be a material consideration in the determination of the planning application.
- 4.2 The National Planning Policy Framework (2012) sets out in section 14 the approach to meeting the challenge of flooding and approach to risk.
- 4.3 The South Cambridgeshire Local Plan (2018), Policy CC/7:Water Quality; CC/8: Sustainable Drainage Systems and CC/9:Managing Flood Risk set the policy context for consideration of the planning application.
- 4.4 Officers have reviewed the following documents:
1. Illustrative Master Plan, Drawing no RG-M-59, Revision C, dated 6/3/18, Prepared by Barton Willmore
 2. Land Use Plan, Drawing no RG-M-37-1, Revision N, Dated 17/11/17, Prepared by Barton Willmore
 3. Indicative Phasing Plan, Drawing no RG-M-48, revision E, Dated 4/12/17, Prepared by Barton Willmore
 4. Flood Risk Assessment and Drainage Strategy (appendix 17.1 of Environmental Statement Volume 3), Report no 10011224002, Date 3/8/18, Prepared by Arcadis
- 4.5 Based on these documents, as Lead Local Flood Authority (LLFA), there is **no objection in principle** to the proposed development.
- 4.6 The above documents demonstrate that surface water from the proposed development can be managed through the use of strategic swales, basins and wetlands, and site specific SuDs, restricting surface water discharge to 3.5l/s/ha

4.7 Officers request the following conditions are imposed:

Condition 1

Prior to submission of the first reserved matters application involving buildings, roads or other impermeable surfaces, a strategic surface water drainage strategy for the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the parameters set out in the Flood Risk Assessment and Drainage Strategy (appendix 17.1 of Environmental Statement Volume 3), Report no 10011224002, Date 3/8/18, Prepared by Arcadis or any subsequent, revised version that has first been approved in writing by the Local Planning Authority.

The scheme shall include phasing arrangements, details of primary infrastructure for each phase and plans for drainage asset operation, maintenance and contingency. The scheme shall set out what information, design parameters and design details will need to be submitted at the Reserved Matters stage for each phase of the development.

The development shall subsequently be implemented in accordance with the approved scheme.

Reason

To ensure a satisfactory method of surface water drainage and to prevent an increased risk of flooding on or off site. This condition is pre-commencement because commencing development prior to agreeing this scheme could jeopardise the delivery of a strategic site-wide solution.

Condition 2

Any reserved matters application shall include a detailed surface water strategy pursuant to the reserved matters site for which approval is sought. The strategy shall demonstrate how the management of water within the reserved matters application site for which approval is sought accords with the approved details of the strategic site wide surface water strategy. The strategy shall be based upon a SuDS hierarchy, as espoused by the publication 'The SuDS Manual CIRIA C753'. The strategy shall maximise the use of measures to control water at source as far as practicable to limit the rate and quantity of run-off and improve the quality of any run-off before it leaves the site or joins any water body.

The strategy shall include details of all flow control system and the design, location and capacity of all strategic SuDS features and shall include ownership, long-term adoption, management and maintenance schemes and monitoring arrangements/responsibilities. The strategy should also demonstrate that the exceedance of the designed system has been considered through the provision of overland flow routes.

The development shall be carried out in full accordance with the approved details and no building pursuant to that particular reserved matters site for which approval is being sought shall be occupied or used until such time as the approved detailed surface water measures have been fully completed in accordance with the approved details.

Reason

In order to reduce the risk of flooding, to ensure adequate flood control, maintenance and efficient use and management of water within the site, to ensure the quality of the water entering receiving water courses is appropriate and monitored and to promote the use of sustainable urban drainage systems to limit the volume and rate of water leaving the site

Condition 3

Prior to the commencement of any built development phase the associated surface water infrastructure works (including attenuation features, pipe work, controls and outfalls) shall be completed in accordance with the agreed site-wide drainage strategy, unless otherwise approved in writing by the Local Planning Authority

Reason

To ensure a satisfactory method of surface water drainage, and to prevent the increased risk of flooding to third parties

Condition 4

Details for the long term maintenance arrangements for the surface water drainage system (including all SuDS features) to be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of any of the dwellings hereby permitted. The submitted details should identify runoff sub-catchments, SuDS components, control structures, flow routes and outfalls. In addition, the plan must clarify the access that is required to each surface water management component for maintenance purposes. The maintenance plan shall be carried out in full thereafter.

Reason

To ensure the satisfactory maintenance of drainage systems that are not publically adopted, in accordance with the requirements of paragraphs 163 and 165 of the National Planning Policy Framework.

Informatives

1. Constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under the Land Drainage Act 1991. Ordinary watercourses include every river, drain, stream, ditch, dyke, sewer (other than public sewer) and passage through which water flows that do not form part of Main Rivers (Main Rivers are regulated by the Environment Agency). The applicant should refer to Cambridgeshire County Council's Culvert Policy for further guidance:
<https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/>

Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas.

2. Surface water and groundwater bodies are highly vulnerable to pollution and the impact of construction activities. It is essential that the risk of pollution (particularly during the construction phase) is considered and mitigated appropriately. It is important to remember that flow within the watercourse is likely to vary by season and it could be dry at certain

times throughout the year. Dry watercourses should not be overlooked as these watercourses may flow or even flood following heavy rainfall.

5 COUNTY PLANNING AND STRATEGIC WASTE

- 5.1 The County Council in conjunction with Peterborough City Council adopted the Cambridgeshire and Peterborough Minerals and Waste Core Strategy and are the responsible authority for this matter and its recommendations are material consideration in the determination of the planning application.
- 5.2 Officers have reviewed the following documentation:
- Bourn Airfield – Site Boundary Plan
 - Bourn Airfield – Indicative Phasing Plan
 - Bourn Airfield – Parameter Plan – Land Use
 - Bourn Airfield – Environmental Statement – Volume Three – Appendix 4.1:
 - Framework Construction Environment Management Plan // August 2018.
- 5.3 At this time, officers have not been able to view the Site Waste Management Strategy which is listed in the applications supporting documentation, but does not appear to have been published on the website.
- 5.4 Officers wish to make the following comments:

CS28 Waste Minimisation, Re-use, and Resource Recovery

Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) seeks to encourage waste minimisation, re-use and resource recovery. The applicant's awareness and commitment in the Environmental Statement to prepare Detailed Site Waste Management Plans are welcomed. Unfortunately, officers have not been able to view all the documentation as set out above. Officers have also not been able to locate a completed RECAP Waste Management Design Guide Toolkit. To ensure the development complies with Policy CS28. It is therefore requested that the following condition be imposed in the event that planning permission is granted:

Detailed Waste Management and Minimisation Plan

Prior to the commencement of development or any reserved matters approval, a Detailed Waste Management and Minimisation Plan (DWMMP) shall be submitted to and approved in writing by the local planning authority. The DWMMP shall include details of:

- i) Construction waste infrastructure including a construction material recycling facility to be in place during all phases of construction*
- ii) anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste*
- iii) Measures and protocols to ensure effective segregation of waste at source including waste sorting, storage, recovery and recycling facilities to ensure the maximisation of waste materials both for use within and outside the site*
- iv) Any other steps to ensure the minimisation of waste during construction*
- v) the location and timing of provision of facilities pursuant to criteria i) to iv).*
- vi) proposed monitoring and timing of submission of monitoring reports*
- vii) the proposed timing of submission of a Waste Management Closure Report to demonstrate the effective implementation, management and monitoring of construction waste during the construction lifetime of the development*

viii) a RECAP Waste Management Guide toolkit shall be completed, with supporting reference material

ix) proposals for the management of municipal waste generated during the occupation phase of the development, to include the design and provision of permanent facilities e.g. internal and external segregation and storage of recyclables, non-recyclables and compostable material; access to storage and collection points by users and waste collection vehicles The Detailed Waste Management and Minimisation Plan shall be implemented in accordance with the agreed details.

Reason: In the interests of maximising waste re-use and recycling opportunities; and to comply with policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and the Recycling in Cambridgeshire and Peterborough (RECAP) Waste Design Guide 2012; and to comply with the National Planning Policy for Waste October 2014; and Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), Department for Communities and Local Government, December 2012.

CS31 Waste Water Treatment Works Safeguarding Areas - Bourne Waste Water Treatment Works (W7E)

Bourn Waste Water Treatment Works (WWTW) is located adjacent to the southwestern boundary of the site. Policy CS31 of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) seeks to safeguard waste water treatment works through a presumption against occupied development within the safeguarding areas shown in the Proposals Map of which Bourne WWTW is identified under Policy W7E.

The Indicative Phasing Plan and the Parameter Plan – Land Use identify the area of the development that is within the WWTW safeguarding area to be used for ponds and associated with the sites sustainable drainage scheme. The proposed land use would appear to be an appropriate and is unlikely to conflict with the WWTW. Officers are satisfied that the proposal does not conflict with Policy CS31.

6.0 LIBRARY

- 6.1** The new community at Bourn Airfield will comprise of approximately 3500 homes and nearly 9000 residents and is close to established communities and services. Cambourne Library is the main focus for library provision in the Cambourne and Bourn area. However, the library service provision at Cambourne would not be able to fully support the needs of the Bourn Airfield community without some additional provision being made within the new community from the early stages of development. During the first years of development there could be a lack of early transport options which would potentially isolate residents and make it difficult for people to access community activity, including library services at Cambourne.
- 6.2** The County Library Service propose a satellite library facility at Bourn Airfield based within a shared multi-purpose community building to provide access to library services, as an appropriate mitigation project.
- 6.3** The Council's vision for this project is for a modern library facility located in a shared building with partner services. This is in line with Cambridgeshire County Council's policy for the 21st Century Library Service which recognises the importance of developing community hubs where library services are provided in shared buildings in partnership with

other service providers. Other service providers may include information and advice services, health services, adult learning services and Children's Centres.

- 6.4 A Library Specification has been produced for this project and officers would look to work with the local authority and applicant to evolve this design and bring forward a suitable facility that meets the needs of the development. It is expected that the development provides the space at nil cost to the Council and financial contribution towards fit out/stock of the library.

7 TRANSPORT ASSESSMENT

- 7.1 These comments have been prepared by the TA Team in consultation with Public Rights of Way (PROW). CCC Highways and Greater Cambridge Partnership (GCP) have responded separately.

- 7.2 Transport officers recommends a **Holding Objection**: (i) Further information is required before the development impacts can be fully assessed and TA approved, (ii) The mitigation measures and contribution amounts, including the GCP have not been fully agreed. (iii) Public Rights of Way requirements not yet satisfied. Please see detailed response below for requirements:

Planning Policies (chapter 3 of the TA)

- 7.3 Policy TSCSC 21: Planning obligations for Bourn Airfield and West Cambourne sets out various mitigation that is required as part of the Bourn Airfield application. This includes any mitigation measures that are needed at the junctions of the A428 and the A1303 and the A1198. Some of these junctions have not been surveyed and assessed and therefore as outlined later in this documents should be assessed.

Existing Accessibility (Chapter 5 of the TA)

- 7.4 Paragraph 5.9 States that the existing junctions operate below capacity during the peak periods in the base scenario. This is not accepted by the County Council as there are significant queues experienced along Madingley Road and at the Caxton Gibbett Roundabout. Junction modelling needs to reflect the current operation of the network and be validated against queuing levels.
- 7.5 Paragraph 5.10. Accident statistics for the latest 60 months should be provided and assessed for the junctions along the B1046 southern corridor into Cambridge via Bourn, Toft, Caldecote, Comberton and Barton. The amount of traffic through these villages is likely to increase as a result of this development and the TA should assess the impact this would have on these areas.

Trip Generation and Traffic Impacts (Chapter 8 of the TA)

- 7.6 Paragraph 8.14 The West Cambridge trips have now been taken into account, however this is only for the Madingley Road Network. There are West Cambridge trips on the Madingley Road corridor toward Madingley Mulch and also on the M11 off and on slips that should be taken into account if they haven't already done so.

- 7.7 Paragraph 8.19 It is not clear what Test 5 and 6 include when the test refers to 'cumulative'. Further clarification is required as to whether this is the list of committed developments set out in paras 8.11 to 8.13.
- 7.8 The TA guidelines set out in section 1 of this TA state that the future year assessments should be as follows:
- Base year
 - Base + committed development
 - Base + committed development + Development
- 7.9 It is not clear why in Tests 5, 6 6b and 6c the cumulative assessment has been added on top of the development flows rather than the other way round. Further detail is required.
- 7.10 Paragraph 8.35 It is essential that the junction design ensures that the access onto the Broadway bans left turns out of the development as well as **banning right turns in**, coming from the direction of Bourn. The only movements permitted for all traffic should be right turn out and left turn in. It is not clear if this is the case so far. This should be clarified.
- 7.11 Paragraph 8.68 States that all the stand-alone junctions assessed operate within capacity and it is only the cumulative assessments that pushes the junctions over capacity. This is not accepted. The Madingley Road junctions are currently experiencing queuing during the peak hours. The base models need to ensure they reflect this existing queuing.
- 7.12 Paragraph 8.69 The TA suggests that the Madingley Road corridor is only due to go over capacity under the Base + Growth conditions. As stated above this is not the case as several junctions including the M11 off slip, the Park and Ride junction and the High Cross junctions are all currently experiencing queuing during the am and pm peaks. Therefore the base models should be rectified to replicate this so the future year assessment are accurate.
- 7.13 Reviews of the junction assessments are currently ongoing. Discussions are taking place with the developer's transport consultants to try to agree suitable models. CCC position is reserved pending the outcome of these discussions.
- 7.14 Cambourne had to build its own access onto the A428, which is very well used and can be very busy. It's not made clear in the TA why this wasn't a requirement for Bourn airfield. Further information is required detailing why this access option was not pursued.
- 7.15 As above, the TA needs to show that the existing A428 access has capacity to accommodate the additional trips. The Hardwick A428 dumbbell junction should be surveyed and assessed to demonstrate that this will not go over capacity during the peak hours. This has not been undertaken to date and since this is the main access onto the A428 for all development traffic this should be undertaken to show there is capacity.
- 7.16 Measures required to mitigate the traffic impact of the development on the villages of Bourn, Caldecote, Toft, Comberton and Barton should also be provided. Further information is required detailing proposed schemes along with a breakdown of costs. It is agreed that annual surveys will be required to monitor the traffic flows through the villages.

Access for Pedestrians and Cycles (Chapter 6 of the TA)

- 7.17 Paragraph 9.2. The development proposes to provide a new pedestrian and cycle network to link into the existing network in the surrounding area. This includes direct and segregated pedestrian and cycle links to Cambridge, Cambourne/ Highfields, Caldecote, Hardwick and Bourn. Further information is required on the details of these proposed links to the surrounding villages before these can be agreed. Currently there is little provision available so to fulfil this requirement upgrades will be needed.
- 7.18 Paragraph 9.5. A dedicated strategic public transport route is to be provided through the development. This is being discussed through ongoing discussions with the developers to ensure the provision is to the correct standards and requirements. CCC's position is reserved subject to the conclusions of these discussions.
- 7.19 Paragraph 9.7. An improvement to the Cambridge Crossroads junction has been proposed to improve cycle connectivity. Comments for the Highways DM officer should be reviewed.
- 7.20 Walking distances should be shown in real distances rather than as simple radii. This should be amended.
- 7.21 Figure 8.10. The proposals shown in figure 8.10 will require a Stage 1 Road Safety Audit.

Public Transport Accessibility (Chapter 10 of the TA)

- 7.22 Paragraph 10.1 The proposals include a public transport package. This includes a diversion of the Citi4, X3 and the 18 bus route through the site. CCC does not object to these improvements in principal, however additional information is required before these can be agreed – including expected patronage and viability figures.
- 7.23 Paragraph 10.6 as part of the Travel Pack for households it is proposed to provide all residents with *up to* 1 year of free travel by bus. This will be a good benefit and promote sustainable travel. The bus ticket offer should be for *at least* 1 year rather than *up to* 1 year.
- 7.24 The TA doesn't specify what exactly will be provided out of the various options, and how much funding will be available. Further information should be provided before this can be agreed.
- 7.25 Paragraph 10.16 and tables 10.1 and 10.2 The Beaulieu example used in the TA shows that some good changes in mode share have been achieved towards bus use. It is not clear whether these figures include data following the end of the free annual bus pass or whether they just include data when the bus passes have been still active. Further clarification is required.

Proposed Mitigation (Chapter 12 of the TA)

- 7.26 The TA sets out various mitigation proposals:-
- Delivery of the dedicated strategic Public Transport Route within Bourn Airfield – See comments from GCP team within this report.

- Contribution towards delivery of a traffic calming and pedestrian improvements scheme on Broadway and monitoring of movements through the surrounding villages – Further information is required on the proposals and the contribution before this can be agreed.
- Contribution towards the delivery of the wider dedicated strategic public transport route – This is a key requirement with the financial amount to be agreed.
- Delivery of off-site pedestrian and cycle improvements – Further details are required showing the proposed improvements.
- Delivery of the bus strategy – As detailed in the above response, further evidence on the proposed viability and patronage is required.
- Implementation of Travel Plans – Confirmation should be provided that this will include an annual pass for 4 residents of each household.
- Provision of a Cycle Voucher for residents - The TA states that the Travel Plan coordinator will endeavour to enter an agreement with a cycle company to provide residents with a vouchers to obtain discounts to buy a cycle - This needs to be a definite part of the Travel pack rather than just an endeavour. Confirmation that this is agreed is required.

Appendices

- 7.27 Appendix C contains some queue length surveys. For the M11 off slip/ A1303 Madingley Road, the queuing shown on Arm C in Lane 2 shows that between 7.30am and 9.30am the maximum queuing was 31 cars/LGVs, with an average of around 22 vehicles. Further explanation is required as to why this is not shown to be more extensive as the queuing can often stretch back close to the Madingley Mulch roundabout.

Appendix E – Trip Generation

- 7.28 There doesn't appear to be full multi-modal trip generation provided within the TA. A Technical Note in the appendices details the proposed vehicular trips but doesn't give details on the other mode trips. Full daily multi-modal trip generation is required, broken down mode and by peaks.
- 7.29 It is not easy to see exactly what the proposed trip generation is for anyone looking at the TA. The majority of information is hidden in Technical Notes in the appendices rather than the main bulk of the TA which doesn't appear very transparent. Summary tables should be provided within the TA.
- 7.30 Table 4.4 in Appendix E shows the resultant trip rates for car drivers by journey purpose. This differs a fair amount from the %s in table 4.2. Further clarification is required detailing exactly how these figures have been reached to make It clear.

- 7.31 Paragraph 4.30 states that 2021 flows for West Cambridge have been included. Further clarification is required as to whether the 2031 West Cambridge flows have also been considered.
- 7.32 The development seems to be quite heavily skewed towards the Cambourne/ Bourn side of the development. The access onto the Broadway is intended as a secondary access and the main one was to be onto the Caldecote roundabout. With the high density development being on the Cambourne side this is likely to increase the number of vehicles accessing and egressing the site via the Broadway access. The TA should show how the route through the development will be more attractive. Therefore we require the junction of the Broadway/Old A428 to be surveyed and assessed to show whether there is sufficient capacity. The distribution should be reviewed with this in mind and any alterations or sensitivity tests undertaken.

Greater Cambridge Partnership (GCP)

- 7.33 Full comments have been put together by GCP and these should be referred to.
- 7.34 CCC require the development to do the following aspects.
1. Contribute an agreed amount towards the GCP scheme between Cambourne and Cambridge.
 2. Facilitate and deliver a route through the Bourn airfield development site that ties in with the wider GCP scheme.
 3. The proposals should allow for a scheme that the GCP team is satisfied with.

Comments from the Asset Information Definitive Map Team (PROW)

- 7.35 The redevelopment of Bourn Airfield provides an opportunity to reconnect and enhance the existing right of way network which has not previously been possible during the time of the Airfield's operation. We welcome the proposals to create the proposed pedestrian and cycle links as part of the development, as they meet the requirements of the County Council's adopted Rights of Way Improvement Plan to create links with new and existing communities. Providing improved rights of way infrastructure also encourages healthy lifestyles, in line with national and local policies on both physical and mental health and well-being, including those of the Cambridgeshire Health and Wellbeing Board. We are however disappointed that no indication has been made that off-road, leisure and utility routes will be designed and made available to all Non-Motorised Users (MNUs), including equestrian users. We would therefore object to the proposals as they currently stand and therefore place a Holding Objection to allow the applicant to address these issues.
- 7.36 We would emphasise the importance of ensuring that good soft-user infrastructure is in place before residents and community facilities. Experience from other major developments where community facilities were created before infrastructure was in place showed that people quickly fell into poor habits, becoming reliant on their own private cars rather than walking or cycling. This is strongly evidenced by a report entitled 'Lessons from Cambourne' in 2007, which is particularly pertinent as Cambourne is adjacent to this site. This report stated:

“There is a lack of connection to surrounding villages and Cambourne is poorly integrated into the surrounding countryside. A new settlement should have good pedestrian and cycle links to local footpaths and bridleways and these rights of way need to be established well in advance of construction.”

- 7.37 We expect this site to learn the lessons from Cambourne and ensure good NMU links are provided to surrounding villages, and that these links are delivered well in advanced of any occupation.
- 7.38 Unfortunately, it does not appear that this submission has adequately evaluated the needs of all NMU users, including equestrians when coming to this proposal. No reference at all is made to off-highway routes being made available to all NMU users, choosing rather to make reference to ‘Pedestrian/Cycleway’ links across the site. It therefore does not appear that this submission has met several local policies with regard to NMU provision
- 7.39 The County Council’s adopted statutory Rights of Way improvement Plan (ROWIP) contains an assessment of the extent to which the local rights of way network meets the present and likely future needs of the public, including the opportunities provided by local rights of way for exercise and other forms of open-air recreation and enjoyment and the accessibility of local rights of way network to new residents. Within the ROWIP there are a number of Statements of Action (SOA) which priorities specific issues to be addressed and potential solutions and improvements which could be made.
- 7.40 The relevant SOAs in this instance include:
- SOA2 (5) ‘Enable increased access to PROW to facilitate healthy lifestyles.’
 - SOA3 (1) ‘Ensure that RoW are protected from inappropriate use during development and that new facilities are provided to a good standard.’
 - SOA3 (3) ‘Liaise with planners and developers to provide new countryside access provision to link new development into an enhanced network catering for increased population. To include new routes, status upgrades, improved facilities and improved information, signage and interpretation.’
 - SOA5 (3) ‘Prioritise bridleway improvements on grounds that bridleway users currently suffer highest risk on roads and bridleway network is currently most disjointed. Ensure that bridleway improvements have least possible effect on pedestrians so as to maximise benefit to widest user community, subject to available funding. Support alternative mechanisms of delivery where necessary.’
- 7.41 The ROWIP would therefore strongly support the delivery of an upgraded Public Right of Way network across the Bourn development. The provision of Bridleways instead of cycleways, where appropriate, would also satisfy the aims of the Cambridgeshire Health and Wellbeing Strategy. A copy of the ROWIP and Health and Wellbeing Strategy can be found on our website at <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan/> and <https://cambridgeshireinsight.org.uk/jsna/health-and-wellbeing-strategy/> respectively.

Request for improvement to the Rights of Way network

7.42 The improvements listed below would allow the communities of the new settlement to have better direct links to communities further afield such as Bourn, Cambourne, Highfields Caldecote, Hardwick and Caxton. These improvements when connected to the developer's proposed on-site routes would create an opportunity for a greater circular route in and out of the proposed site for those wishing to take a longer recreational route beyond the new settlement. Research has strongly shown that people want circular routes for many day-to-day purposes such as dog-walking, health walks and running. These improvements would significantly add to the health and wellbeing of both communities and users from further afield in accordance with the policies noted above. These improvements should be secured directly through a planning condition in the first instance or through appropriate S106 obligations.

- The County Council supports the provision of well-established green routes throughout the development. The County Council recommends that the most strategic routes be recorded as Public Rights of Way with the expectation that other connecting routes within the site would remain privately maintainable. This approach has been successfully implemented in Cambourne and at Northstowe. The Masterplan for Cambourne included the provision of new public rights of way which are almost complete. This was an important blueprint and the County Council requests that the Bourn Masterplan be amended to include PROW along the lines suggested.
- The PROW network should become an integral part of the development and enhanced, directional signage will need to be incorporated into the development to ensure that future residents are aware of the network available. This could also include the installation of interpretation boards (which can link to wildlife and biodiversity aims) and sufficient inclusion within resident travel plans.
- Off-site NMU improvements should be considered to improve links from and improvement to long-distance paths such as the Pathfinder Long Distance Walk, Harcamlow Way and Wimpole Way (see <https://www.visitcambridge.org/things-to-do/sport-and-leisure/walking>). If improvements cannot be directly secured by the developer then financial contributions should be considered in lieu of this.
- It is noted that the Masterplan indicates several green routes around the perimeter of the site. There should be an aspiration for establishing a circular perimeter route of Bridleway status around the development. This infrastructure is proving to be highly successful in other large scale developments in Cambridgeshire such as Cambourne
- If the northern expressway route takes the form of a busway construction, then any adjacent maintenance track should be dedicated to a Bridleway status, similar to what has been successfully implemented for the Cambridge to St Ives Busway.

7.43 It is noted that NMU links are envisaged between the south of the site and Public Bridleway No. 15. Whilst this is welcomed, there is no reason why this should not be inclusive of all NMUs including equestrians. Therefore, this route should be created with the status of Bridleway, enabling it to connect the existing Rights of Way network and the proposed

circular route detailed above. The development should provide a green infrastructure scheme, setting out what mitigations and enhancements the development proposes both on and off-site. This should set out the principles of what routes will be promoted and general standards set on the routes alignments, surfacing, boundary treatments and status. Guidance on the integration of public rights of way into a development is available on the County Council's website at <https://www.cambridgeshire.gov.uk/residents/libraries-leisure-&-culture/arts-green-spaces-&-activities/rights-of-way/>

- 7.44 This scheme should be delivered as part of a reserved matters application and should be secured by S106 or condition. The Cambourne Master Design Guide provides a model example of the detail that could have been provided at this outline stage (see Appendix A) for a green infrastructure scheme.
- 7.45 The County Council's Asset Information Definitive Map Team therefore requests a Holding Objection on this planning application for the reasons cited above. If you are minded to allow this application, the County Council requests that the following condition is included in the planning permission.

Prior to the commencement of development, a green infrastructure scheme shall be submitted to and approved by the LPA in consultation with the LHA. Such scheme shall include provision for:

- i. the design of amenity and public rights of way routes and their surfacing, widths, gradients, landscaping and structures within the development and on the fringe connecting with other communities*
- ii. any proposals for diversion and closure of public rights of way and alternative route provision*

Reason: In the interests of the health, amenity and safety of the public.

- 7.46 Officers strongly encourage the applicant to contact the County Council's Asset Information Definitive Map team to agree improvements to the next submission in respect of public rights of way.
- 7.47 The County Council's Asset Information Definitive Map team are willing to assist the developer during the design stage to understand the needs and aspirations of the Public Rights of Way network in this area. The Transport Assessment team will progress any further discussion, in consultation with the Asset Information team, with regard to S106 and conditions.

Conclusion

- 7.48 Until this additional information has been provided and agreed, the County Council are unable to state whether or not this development is acceptable in highway terms. Therefore we request that this application not be determined until such time as the additional information has been provided and agree

8.0 GENERIC S106 MATTERS

Indexation

- 8.1 Whilst the detail of the s106 agreement will be a matter for further discussion and negotiation, should there be a resolution to grant outline planning permission, it is stated herewith that the Council requires all financial contributions to be index linked from the date of project cost, as given, to the date of payment in accordance with the BCIS or RPI (whichever is appropriate) Index.

Security

- 8.2 The Council will require that large financial contributions be protected by means of Parent Company Guarantee or Bond – mostly likely a bond for this development, with the threshold for coverage to be set at an appropriate level to be agreed between the Council and applicant.

ENDS

8th November 2018

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

To: Economy and Environment Committee

Meeting Date: 7 February 2019

From: Graham Hughes - Executive Director, Place and Economy

Electoral division(s): All

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

Purpose: To consider the draft Cambridgeshire and Peterborough Minerals and Waste Local Plan for the purposes of public consultation commencing in March 2019.

Recommendation: That Economy and Environment Committee:

1. approve the attached Cambridgeshire and Peterborough Minerals and Waste Local Plan – Further Draft Plan and Policies Map for the purposes of public consultation commencing in March 2019.
2. 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 documents attached, prior to consultation.
3. delegate to the Executive Director, Place and Economy, in consultation with the Chair and Vice-Chair of the Committee, the authority to make more substantive changes to the documents 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
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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 On 12 April 2018 this Committee agreed to undertake six weeks of public consultation on a preliminary draft plan, which commenced in May 2018. This round of public consultation was the first of three rounds which will take place, reflecting the timetable which was agreed at the same meeting. In summary, the agreed timetable is:
- May 2018 - first round of consultation on the preliminary draft plan;
 - March 2019 - second round of consultation on the further draft plan [**this stage**];
 - November 2019 - third and final round of consultation on the proposed submission plan;
 - March 2020 - 'submission' of Local Plan, in order to commence its independent examination; and
 - November 2020 – adoption.

2. Results of the consultation on the Preliminary Draft Plan

- 2.1 The first round of consultation took place between 16 May and 26 June 2018. This first stage of the new plan was 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 set out key issues and options, and discussed the factors that need to be taken into account. It also suggested what the proposed approach or policy may be e.g. whether it is proposed to carry forward a policy, amend or update it. The purpose of this consultation was to encourage meaningful debate and elicit views to help inform the next version of the Plan.
- 2.2 The Preliminary Draft Plan did not include any sites for mineral or waste management development; instead a 'call for sites' was issued to operators and other interested parties such as landowners.
- 2.3 The consultation on the preliminary draft plan resulted in over 500 representations being received from approximately 180 individual respondents. The representations were a mix of support and objection to various aspects of the emerging Plan, as well as the submission (by landowners and agents) of sites which they believed were suitable for future minerals or waste management operations.
- 2.4 All representations were quickly logged on to the consultation portal (hosted on behalf of both authorities by Peterborough City Council), so that members of the public and other stakeholders could view the detail of the responses that were received. Such full representations (including site suggestions) remain available, on the link below, with each representation logged against the applicable policy or paragraph that the representation relates to:

http://consult.peterborough.gov.uk/portal/planning/pc/ccc_pcc_mwlp_2036/jpd/jpd?pointId=4884442 (To view, click on the 'view comments' tab located above each policy/paragraph).

2.5 An overview of the results of the consultation is below:

- A wide range of views were received, from a wide range of parties, including: developers/agents; parish and district councils; representative bodies (e.g. government bodies, interest groups); and members of the public.
- The structure and approach of the Plan was supported by many, though others objected.
- Developers / landowners / agents supported many elements of the Plan, but some objected to the assumptions and calculations relating to, for example, the level of forecast need for waste management capacity. They also objected to some detailed wording of the policies of the Plan.
- Approximately 33 suggested minerals sites were submitted, and a further 44 waste management sites (note: there is an element of overlapping on some of the sites, so the numbers should be treated as approximate).
- The suggested sites were shared with parish / town councils to see if they had any early views and local knowledge on the sites that were suggested. A total of 20 parishes responded.
- Statutory agencies and district councils were broadly supportive of the plan, though various detailed suggestions were made to policy wording.

Overall, the scale of representations received was relatively low, but this was to be expected, because at this preliminary stage no new sites were being consulted upon.

2.6 A full summary of representations received at the Preliminary Draft Plan will be published at the point of consultation on the Further Draft Plan, together with a summary of whether the councils have taken forward suggestions made. There will, therefore, be a clear audit trail from Preliminary Draft Plan, to the representations received, and to the revised Further Draft Plan.

2.7 In addition to considering representations received, the opportunity has been taken to update the emerging plan to take into account new evidence and updated national policy. For example, the evidence base relating to the 'need' for minerals and waste management has been updated, and the policies adjusted accordingly. In addition, in July 2018, the new National Planning Policy Framework (NPPF) was published, and that has some (albeit not fundamental) implications for the preparation of this Plan, which officers have incorporated into the updated draft.

3. The Further Draft Plan (Appendix 1) and Policies Map (Appendix 2)

Mineral Sites

3.1 The Further Draft Plan (**see Appendix 1**) is proposing to allocate a number of new mineral sites, in order to address the 'capacity gap' that has been identified (i.e. the gap between the 'need' for minerals we have identified, and the amount of mineral extraction already permitted). The sites have been selected having had regard to, in summary:

- the availability of the site (which is primarily informed by the site suggestion process);
- an updated 'spatial strategy' as to where, in principle, new sites should be located. This seeks to deliver three wider objectives of the Local Plan:
 - i. delivery of wider growth aspirations, as set out in other development plans;
 - ii. Creation, via restoration of sites, of opportunities for a substantial net gain in biodiversity of international and national importance; and
 - iii. Creation, via restoration of sites, of opportunities for substantial flood risk management gains of strategic importance;
- the principle that extensions to existing sites are preferable to opening up new quarries; and
- a strategic assessment of the suitability of all suggested mineral sites, in terms of 'harm' that might arise (e.g. traffic) or 'benefits' that could be achieved (e.g. flood alleviation or biodiversity gains).

3.2 With the above in mind the following allocations for mineral development are proposed in Cambridgeshire:

Block Fen / Langwood Fen, Nr. Mepal - currently allocated in the adopted Minerals and Waste Core Strategy (2011), it is proposed that this primary site will be carried forward. It would provide for a large proportion of the future sand and gravel and inert landfill needs over the plan period (and beyond); and would also lead to the creation of strategic lowland wet grassland to provide complementary habitat for the internationally important (but failing) Ouse Washes. In addition it would provide strategic flood water storage for water which would otherwise be pumped into the Ouse Washes, thereby helping to secure a more sustainable way to manage flood risk. The continued allocation of this site is supported by the mineral industry, Natural England and the Environment Agency.

Bare Fen / West Fen, Needingworth Quarry - currently allocated in the adopted Minerals and Waste Site Specific Proposals Plan (2012), it is proposed that this site which would be worked as an extension to the existing Needingworth Quarry will be carried forward. The site would be worked for sand and gravel and restored as part of the wider quarry, contributing to the creation of a nationally important reedbed.

Mitchell Hill Farm South and Chear Fen, Cottenham – Mitchell Hill Farm South is currently allocated in the adopted Minerals and Waste Site Specific Proposals Plan (2012) for sand and gravel extraction, and it is proposed that this allocation would be carried forward. Chear Fen would also be worked for sand and gravel, as part of the Cottenham site. The latter in particular has potential to contribute to biodiversity through restoration, given its location in the Great Ouse River Corridor.

Kings Delph Whittlesey – part of a site currently allocated in the adopted Minerals and Waste Site Specific Proposals Plan (2012), it is proposed that this site will be carried forward in order to secure a continuous supply of brickclay for the Whittlesey brickworks. Overlying sand and gravel would also be worked.

Burwell Brickpits, Burwell - currently allocated in the adopted Minerals and Waste Site Specific Proposals Plan (2012), it is proposed that this small site which would be worked for brickclay will be carried forward. The brickclay extracted will be used for manufacturing handmade bricks and tiles for building conservation purposes.

Waste Management

3.3 In terms of waste management allocations, Officers of both councils are recommending that the Plan does not allocate any new waste management sites. There are two main reasons for this:

- the 'capacity gap' is relatively small, or in some cases non-existent, for the various waste management streams i.e. there is a supply of operations and consents to cover most waste needs; and
- experience from the last (present) adopted Plan highlights that allocating waste sites is not very successful, with many allocations not coming (and unlikely ever to come) forward, whilst unallocated sites have been granted consent.

Instead, the Plan proposes a 'criteria based' approach to dealing with any waste management related proposals that do come forward, which gives sufficient flexibility to the market to meet future needs, with suitable safeguards to prevent unsuitable proposals in the wrong location coming forward.

3.4 In summary, the criteria based policy would seek to direct waste management development primarily to urban areas, with a focus on land which has been identified for industrial uses; suitable brownfield land; and in certain circumstances edge of settlement locations. It is also suggested that strategic development areas incorporate waste management facilities of an appropriate scale to take some responsibility for dealing with their own waste; and that in rural areas only those facilities which would be located on a farm holding, and which will facilitate agricultural waste recycling or recovery of waste generated on that farm, would be supported. Waste management proposals which would be located on medical or research sites to deal with waste generated on those sites would, in principle, be supported; as would co-location of facilities with complementary activities. Waste disposal would only be permitted in certain circumstances, where there is demonstrable need; and where the waste has been pre-sorted and cannot practicably be recycled.

3.5 The 'no allocations' for waste management is becoming a common approach for Minerals and Waste Plans across the country, albeit the councils will need to carefully consider representations on this approach as it is likely some waste management operators will object to this approach (particularly those which are seeking their land to be allocated).

3.6 In addition a number of policies have been updated (or even deleted) to take into account representations received and updated national policy. Deleted policies are ones whereby it was considered such policy content was either unnecessary, repeated national policy or could be better merged (and simplified) into another policy. Some examples include:

Policy 1: Sustainable Development - This policy has received numerous changes, including replacing the first half of the policy as national policy no longer requires such a 'standard' approach. Several other changes include making reference to peat soils, quantifying carbon emissions and adding reference to habitats and species.

Policy 6: Waste Management Facilities on Non-Allocated Sites - This policy was deleted following the decision not to allocate any sites for waste management. Elements of the policy were incorporated into the overarching Spatial Strategy for Waste.

Policy 21 Mitigation Measures: This policy was deleted because it was felt by several respondents that other policies within the draft Plan adequately covered mitigation measures, therefore this policy was not needed.

Policy 25 Traffic, Highways and Rights of Way: This policy requires proposals to demonstrate how the latest identified Heavy Commercial Vehicles (HCV) Route Network is, where reasonable and practical to do so, to be utilised. It also states that if necessary, arrangements ensuring that the use of the HCV Route Network takes place may be secured through an appropriate and enforceable agreement. Furthermore, any non-allocated minerals and waste management facility in Cambridgeshire which would require significant use of the highway must also be well related to the HCV Route Network. A link to Cambridgeshire's HCV Route Network Map is also incorporated into the Plan.

Policies Map

- 3.7 A Policies Map (**see separate Appendix 2**) accompanies the Further Draft Plan the purpose of which is to show the main implications should the Plan, as drafted, be adopted. At the public consultation stage this map will be available on a web link, so viewers will be able to zoom in and view it in detail. As well as being a separate Appendix it can also be viewed at the following link:

<https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/libraries-leisure-%26-culture/Appendix%20%20CP%20MWLP%20Draft%20Policies%20Map.pdf>

4. Public Consultation

- 4.1 The Further Draft Plan and Policies Map would be subject to six weeks public consultation during March and April 2019. As with the previous consultation, all statutory consultees would be consulted, together with other interested parties and stakeholders including the minerals and waste management industry, nature conservation and other interest bodies. Members of public would also be able to comment on the Plan, and all those parties who responded to the consultation on the Preliminary Draft Plan would be consulted (unless they have indicated otherwise).
- 4.2 When the draft plan is published there will also be accompanying technical studies and methodologies available for comment. These have been updated in light of representations received during the previous public consultation, and will include the Waste Needs Assessment; the Site Assessment Methodology; the methodology for defining Mineral Safeguarding Areas, Flood Risk Assessment etc. The Plan is also informed by a continuing Sustainability Appraisal.
- 4.3 Responses received will be considered and will inform the preparation of a Submission Local Plan which, it is anticipated, will be subject to public consultation in late 2019.

- 4.4 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.

5. ALIGNMENT WITH CORPORATE PRIORITIES

5.1 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.

5.2 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.

5.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

6. SIGNIFICANT IMPLICATIONS

6.1 Resource Implications

Resources for the preparation of the new plan, including the planned public consultation commencing in spring 2019, have been set aside through the business planning process. Cost savings are being secured through joint plan preparation with Peterborough City Council, including the agreed approach to prepare a single local plan document.

6.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications.

6.3 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.

6.4 Equality and Diversity Implications

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

6.5 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; 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).

6.6 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 Section 4).

6.7 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: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
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: Emma Fitch
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

Source Documents	Location
Cambridgeshire County Council's Statement of Community Involvement	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

Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036

Further Consultation Draft March 2019

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1. Introduction

Introduction to the Cambridgeshire and Peterborough Minerals and Waste Local Plan

- 1.1 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 area¹. The term 'Local Plan' has in recent years been favoured over the term 'DPD'.
- 1.2 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).
- 1.3 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'.
- 1.4 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.
- 1.5 Starting in 2017 (and from 6 April 2018 it became 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.
- 1.6 It was decided that, whilst the two DPDs as a whole were still generally sound, some policies (and potentially allocations) were in need of review. In light of this and of changes made to the national planning system since the current plans were adopted, it was agreed that they should be reviewed in full.
- 1.7 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

¹ The Development Plan for Cambridgeshire and Peterborough currently consists of the adopted Minerals and Waste Core Strategy and Site Specific Allocations DPDs, the Local Plans of the Cambridgeshire Districts and Peterborough City Council, and any adopted Neighbourhood Plans or Neighbourhood Development Orders across the plan area.

and Compulsory Purchase Act. The Local Plan will, upon adoption, replace both of the adopted DPDs referred to above. Other supporting documents, such as the current and linked Supplementary Planning Documents (SPDs) have also been reviewed and incorporated into this new Local Plan.

- 1.8 For the avoidance of doubt, whilst the geographic area of the Plan closely 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.
- 1.9 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

- 1.10 This is the second 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.
- 1.11 Peterborough City Council is hosting the consultation exercise, and comments are welcome from anyone, for any area across Cambridgeshire and Peterborough.
- 1.12 This Further Draft Plan can also be viewed at cambridgeshire.gov.uk/mwlp or peterborough.gov.uk/mwlp where comments can be made online (during the consultation period) using the [consultation portal](#).
- 1.13 Alternatively a Comments Form (Form X) is available to collect in paper format from the following locations:

Peterborough City Council's customer service centre at:

Bayard Place
Broadway
Peterborough
PE1 1FZ
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
 Sand Martin House
 Bittern Way
 Fletton Quays
 Peterborough
 PE2 8TY

- 1.14 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.
- 1.15 The closing date for all comments is **23:59 on XX April 2019**. 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 Proposed Submission Local Plan, due to be published for public consultation late 2019.

Approach of this Further Draft Plan

- 1.16 We are at an early-to-mid stage in preparing this new Local Plan. 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 continue to gather evidence (and this consultation is part of that process).
- 1.17 This Further Draft Plan consists mainly of proposed non-site specific policies as well as our currently preferred site allocations. We welcome your views on what we have done, and we are very open minded to further adjustments.

Status of this Further Draft Plan March 2019 for Decision Makers

- 1.18 This Further Draft Plan has been produced in accordance with the National Planning Policy Framework (NPPF) (July 2018), the National Planning Policy for Waste NPPW (October 2014) and National Planning Practice Guidance (NPPG). The 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 where necessary and ensures locally specific issues are covered.
- 1.19 Paragraph 48 of the NPPF clarifies the position on the status of emerging plans. It states:
- Local planning authorities may give weight to relevant policies in emerging plans according to:*
- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);*
 - b) 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*

c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

- 1.20 In accordance with NPPF paragraph 48, 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 the Development Plan, the NPPF or the 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 Further Draft stage of the Plan, the weight is likely to be very limited.

Policies Map

- 1.21 The draft Policies Map which accompanies this Further Draft Plan shows the relevant spatial policies on an Ordnance Survey map base, identifying how the Policies Map would be amended if the plan was adopted as presently written. These policies relate to Mineral Safeguarding Areas (MSAs), Mineral Allocation Areas (MAAs), Mineral Development Areas (MDAs), Waste Management Areas (WMAs), Transport Infrastructure Areas (TIAs), Water Recycling Areas (WRAs) and Consultation Areas (CAs). Your views on the draft Policies Map (such as the allocations and their boundaries) are welcome as part of this consultation exercise. For ease of reference the draft Policies Map also shows settlement boundaries taken from the Cambridgeshire District Local Plans (where present) and the Peterborough Local Plan as adopted, but these are for information only and are not being consulted upon as part of this consultation exercise.
- 1.22 Upon adoption of this Plan the relevant allocations will be incorporated into the Policies Maps of the relevant individual Cambridgeshire District Councils and Peterborough City Council.

OS Map - Copyright Note

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2. Policy Framework and Context

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

- 2.1 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 \(August 2017\)](#)
- 2.2 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:

Figure 1: Local Development Scheme Timetable

Plan Stages	Target Date	Actual Date
Consultation on Sustainability Appraisal Scoping Report	Dec 2017	Jan 2018
Preliminary Draft Consultation (Regulation 18)	May/Jun 2018	May/Jun 2018
Further Draft Consultation (Regulation 18)	Mar/Apr 2019	
Proposed Submission (Regulation 19)	Nov/Dec 2019	
Plan Submitted (Regulation 22)	Mar 2020	
Independent Examination (Hearing)	Jun 2020	
Inspector's Report	Aug 2020	
Adoption of Plan	Nov 2020	

Statement of Community Involvement

- 2.3 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 \(December 2015\)](#)

- 2.4 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

- 2.5 This Further Draft Plan is a formal consultation under Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), known as the Planning Regulations. It seeks the views of land owners, their agents, members of the community, parish councils, neighbouring authorities and any other interested party.
- 2.6 As well as consulting on the content of this Further Draft Plan, the authorities are also seeking views on the accompanying Sustainability Appraisal (SA), Habitats Regulations Assessment (HRA) and supporting evidence base documents, all of which can be found on the councils' websites at cambridgeshire.gov.uk/mwlp and peterborough.gov.uk/mwlp.
- 2.7 Following consultation on this Further Draft Plan and consideration of all representation received, the councils intend to publish a Proposed Submission version, under Regulation 19 of the Planning Regulations. This will be consulted on for a six week period for formal representations to be received. These representations will then be submitted with the Plan to the Secretary of State for Independent Examination. A full timetable is provided in the councils' Local Development Schemes.

Vision

- 2.8 At this Further Draft 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:
- 2.9 *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.*
- 2.10 *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.*
- 2.11 *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

- 2.12 To ensure that the overall vision of the Plan is achieved, that National 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:

Figure 2: Plan and Sustainability Appraisal Objectives

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>determine applications for minerals development without delay</p> <p>prevent needless sterilisation of minerals resources through the use of mineral safeguarding areas</p> <p>safeguard existing minerals development</p> <p>make adequate provision in order to ensure continuity of supply of mineral for the plan area</p>
Sustainable waste management		
2	Contribute positively to the sustainable management of waste	<p>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>move treatment of waste up the waste hierarchy</p> <p>achieve net waste self-sufficiency</p> <p>safeguard existing waste management facilities and infrastructure, including from incompatible development that may prejudice waste use</p> <p>promote / allow scope for new technology and innovation in waste management</p> <p>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	<p>minimise greenhouse gas emissions</p> <p>reduce the demand for energy and maximise the use of energy from renewable sources</p>

	climate change	<p>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>encourage operational practices and restoration proposals which minimise or help to address climate change</p>
4	Protect water resources and quality, mitigate for flood risk from all sources and seek to achieve a reduction in overall flood risk	<p>ensure waste development and associated infrastructure are not at risk of flooding</p> <p>ensure infrastructure associated with minerals is not at risk of flooding</p> <p>ensure minerals and waste development will not affect water resource quantity and quality</p>
5	Safeguard productive land	<p>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>minimise soil contamination and safeguard soil quality and quantity</p>
Employment and economy		
6	Support sustainable economic growth and the delivery of employment opportunities	<p>support the development and growth of sustainable communities and provision of infrastructure within the plan area</p> <p>provide training and employment opportunities</p> <p>maximise the sustainable economic benefits of minerals operations and waste management in the plan area</p> <p>ensure mineral supply for construction</p> <p>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>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>where road transportation is necessary, minimise the total vehicle kilometres travelled and encourage the use of low emission vehicles</p> <p>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 and landscapes		
8	Conserve and enhance the quality and	minimise adverse impacts to local amenity and overall landscape character

	distinctiveness of the landscape	protect designated assets such as designated nature sites, open spaces, parks, gardens, historic landscapes
9	Protect and encourage biodiversity and geodiversity	<p>protect and enhance habitats of international, national or local importance</p> <p>maintain wildlife corridors and minimise fragmentation of green spaces</p> <p>utilise opportunities to enhance biodiversity and geodiversity and achieve net gains</p>
Built and historic environment		
10	Protect and where possible enhance the character, quality and distinctiveness of the built and historic environment	<p>retain and enhance the character, distinctiveness and accessibility of townscapes</p> <p>ensure minerals and waste development conserves, protects and enhances designated and undesignated heritage assets and their settings, including archaeological assets</p>
Health and wellbeing		
11	Protect and enhance the health and wellbeing of communities	<p>avoid adverse effects on human health and safety or minimise to acceptable levels</p> <p>safeguard the residential amenity of new and existing communities</p> <p>provide opportunities to improve health and amenity through the restoration and management of former minerals and waste sites</p> <p>encourage opportunities for education about minerals and waste</p>
12	Minimise noise, light and air pollution	<p>minimise noise and light pollution arising from activities associated with waste development, waste management, mineral extraction and mineral movement</p> <p>minimise air pollution</p>

Strategic and Non-Strategic Policies

- 2.13 The NPPF states that the Development Plan “*must include strategic policies to address each local planning authority’s priorities for the development and use of land in its area*”. It goes on to say that “*Strategic policies should set out an overall strategy for the pattern, scale and quality of development*” and that “*Plans should make explicit which policies are strategic policies. These should be limited to those necessary to address the strategic priorities of the area (and any relevant cross-boundary issues), to provide a clear starting point for any non-strategic policies that are needed. Strategic policies should not extend to detailed matters*”

that are more appropriately dealt with through neighbourhood plans or other non-strategic policies.”

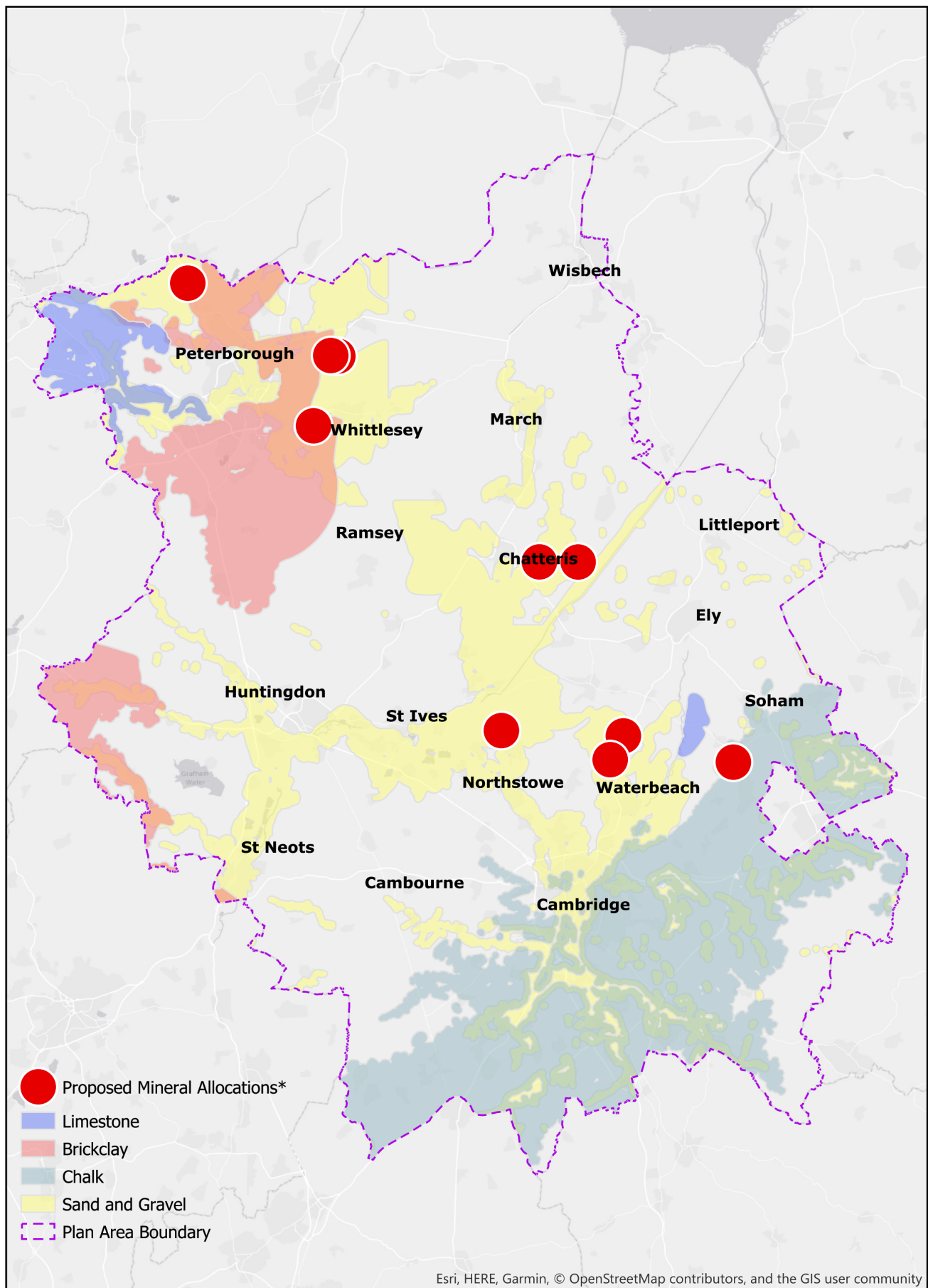
- 2.14 Further, the NPPF states that *“Strategic policies should provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period, in line with the presumption in favour of sustainable development. This should include planning for and allocating sufficient sites to deliver the strategic priorities of the area.”*
- 2.15 The NPPF then explains that *“Non-strategic policies should... set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure and community facilities at a local level, establishing design principles, conserving and enhancing the natural and historic environment and setting out other development management policies.”*
- 2.16 An important reason for being explicit about which policies are strategic or not is that, as the NPPF explains, *“Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.”*
- 2.17 The above national policy requirement to be explicit as to what is a strategic or non-strategic policy is new to the planning profession, and is therefore likely to evolve over time and during the preparation of this Local Plan. However, at this stage, the councils believe the following table sets out what it believes to be ‘strategic’ and ‘non-strategic’ policies of this Plan:

Figure 3: Strategic and Non-strategic Policies

Strategic Policies	Non-Strategic Policies
Policy 2: Providing for Mineral Extraction	Policy 1: Sustainable Development and Climate Change
Policy 3: Waste Management Needs	Policy 7: Borrowpits
Policy 4: Providing for Waste Management	Policy 9: Reservoirs and Other Incidental Mineral Extraction
Policy 5: Mineral Safeguarding Areas (MSAs)	Policy 13: Landfill Mining and Reclamation
Policy 6: Mineral Development Areas (MDAs) and Mineral Allocation Areas (MAAs)	Policy 14: Waste Management Needs Arising from Residential and Commercial Development
Policy 8: Recycled and Secondary Aggregates, and Concrete Batching	Policy 17: Design
Policy 10: Waste Management Areas (WMAs)	Policy 18: Amenity Considerations
Policy 11: Water Recycling Areas (WRAs)	Policy 21: The Historic Environment
Policy 12: Radioactive and Nuclear Waste	Policy 22: Water Resources
Policy 15: Transport Infrastructure Areas (TIAs)	Policy 24: Sustainable Use of Soils
Policy 16: Consultation Areas (CAs)	Policy 25: Aerodrome Safeguarding

Policy 19: Restoration and Aftercare	Policy 26: Other Developments Requiring Importation of Materials
Policy 20: Biodiversity and Geodiversity	
Policy 23: Traffic, Highways and Rights of Way	

Key Diagram



*New allocations, and excluding already consented sites. See draft Policies Map for further details.

3. The Core Policies

Sustainable Development and Climate Change

- 3.1 The NPPF makes it clear that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies can play an active role in guiding development towards sustainable solutions. It is also appropriate for Local Plans to include planning measures to address climate change mitigation and adaptation.
- 3.2 The NPPF also makes it clear that Local Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. It is also appropriate for Local Plans to support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts and avoid increased vulnerability to the range of impacts arising from climate change.
- 3.3 The Climate Change Act 2008 sets up a framework for the UK to achieve its long-term goals of reducing greenhouse gas emissions and to ensure steps are taken towards adapting to the impact of climate change. That Act also introduced section 19 (1A) into the Planning and Compulsory Purchase Act 2004, which requires local planning authorities to address climate change in preparing Local Plans.
- 3.4 In terms of vulnerability to climate change, the plan area includes large areas of low lying land which is potentially highly vulnerable to the effects of climate change, such as from flood risk and sea level rises. The high volume of protected habitats are also potentially vulnerable to the effects of climate change, as most of such protected habitats are low lying, and very sensitive to the water environment.
- 3.5 In addition, lowland peatlands represent one of the most carbon-rich ecosystems in the UK, and Cambridgeshire and Peterborough has extensive such lands. As a result of widespread modification and drainage (usually to support agriculture), they have been converted from natural carbon sinks into major carbon emitting sources, and are now amongst the largest sources of greenhouse gas (GHG) emissions from the UK land-use sector.
- 3.6 Minerals development especially can cause considerable loss of high quality agricultural land and / or peat land, and is an important consideration for proposals. However, restoration of mineral sites can also afford unique opportunities to create habitats which can act as living carbon sinks, and which may assist in reducing the erosion of, and thereby protecting, such valuable soils e.g. through the creation of lowland wet grassland. In the plan area there is potential to achieve this on a strategic and landscape scale, and to contribute at the same time towards achieving national biodiversity objectives.
- 3.7 A robust policy addressing all of the above matters is therefore required in this Local Plan, as set out below.

Policy 1: Sustainable Development and Climate Change

Minerals and waste management proposals will be assessed against the overarching principle of whether the proposal would play an active role in guiding development towards sustainable solutions. In undertaking that assessment, account will be taken of local circumstances such as the character, needs, constraints and opportunities of the plan area. Proposals which are not consistent with this principle will be refused.

Proposals should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Proposals which ensure the future resilience of communities and infrastructure to climate change impacts will be supported.

Proposals, including operational practices and restoration proposals, must take account of climate change for the lifetime of the development (including the lifetime of its restoration scheme, where applicable). This will be through measures to minimise greenhouse gas emissions, and measures to ensure adaptation to future climate changes.

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

- (a) demonstrating how the location, design, site operation and transportation related to the development will help to reduce greenhouse gas emissions (including through the adoption of emission reduction measures based on the principles of the energy hierarchy); and take into account any significant impacts on human health and air quality;
- (b) 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;
- (c) for proposals which involve the temporary or permanent removal of peat soils, measures to make long term sustainable use of such soils; and
- (d) for waste management proposals, 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.

Proposals should also set out how they will be resilient to a changing climate, taking account of the latest available evidence on the impact of climate change, such as:

- (e) avoiding proposals which could increase vulnerability to the range of impacts arising from climate change;
- (f) incorporation of sustainable drainage schemes to minimise flood impacts, and potentially reduce current floodrisk;
- (g) measures to manage water resources efficiently;
- (h) measures to assist habitats and species to adapt to the potential effects of climate change; and
- (i) measures to adapt to the potential impacts of excess heat and drought.

Providing for Mineral Extraction

- 3.8 Minerals are essential to support sustainable economic growth and our quality of life. This Plan sets out an overarching spatial strategy for minerals. This is important in order to guide not only allocations made in the Plan, but also proposals on non-allocated sites which may subsequently come forward as planning applications.
- 3.9 Within the plan area sand and gravel is the primary mineral in terms of commercial resource. Historically extraction has been located in the Nene and Ouse River Valleys but more recently the move has been away from these areas as they are now the focus of other national planning policies which seek to protect and enhance their biodiversity. Extraction has therefore shifted to fen edge deposits where there are significant reserves and, in some instances, give rise to the opportunity to enhance biodiversity through restoration on a landscape or a local scale.
- 3.10 Needingworth Quarry is a good example of this, where a nationally significant reedbed is being created. The spatial strategy for this Plan continues this approach, focusing extraction at fen edge deposits where restoration can contribute to international and national biodiversity objectives, as well as flood risk management gains.
- 3.11 For some minerals the spatial options are more constrained. The brickpits near Whittlesey for example involve the extraction of brickclay on an industrial scale. Other areas involve smaller scale extraction, 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, either through allocations, a criteria based policy or a mixture of the two.
- 3.12 Within the plan area, limestone is located in a small geographical area mainly to the north west of Peterborough. It is oolitic in nature, thereby limiting its value as a crushed rock aggregate, and it is also a diminishing resource. It was not possible to allocate any limestone sites through the previous Plan, and no sites came forward through its criteria based policy. Only one site was submitted for inclusion in this Plan but is not deemed suitable for allocation. This Plan therefore continues the same broad approach as the previous Plan, relying on a criteria based approach for limestone extraction.
- 3.13 Mineral for infrastructure projects such as major road improvements could come from existing or allocated mineral workings, or it could come from dedicated sites close to and specific to that project. These 'borrowpits', which would be temporary in nature, 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). There could however also be an impact on local communities, the landscape or other matters from borrowpits, and permission of any such site must take account of the full planning balance.
- 3.14 Some minerals have particular characteristics which mean that they lend themselves to specialist uses. For example, chalk in the Steeple Morden area is used for a range of manufacturing processes, and clay in the Burwell area is used on a small scale for the manufacture of traditional handmade bricks and tiles. Such minerals need to be worked where they occur and provision needs to be made for such specialist uses to continue.

Mineral spatial strategy and meeting the need for minerals

- 3.15 This Plan follows national planning policy in planning for a steady supply of sand and gravel and limestone i.e. the main aggregates which occur in the plan area. This includes taking the advice of the East of England Aggregates Working Party (AWP) which, in November 2017, agreed that, in the absence of updated national guidelines on aggregate provision, the methodology contained in the NPPF and NPPG would form the basis of determining aggregate provision for Minerals Plans.
- 3.16 There are however many factors which inform the calculation of future mineral need. The key elements which this Plan has taken into account that inform the level of future provision for aggregates, and which are also indicators of the security of supply, are as follows:
- the average of the past 10 years of aggregate sales data;
 - the average of the past 3 years of aggregate sales data;
 - the landbanks and other information contained in the Cambridgeshire and Peterborough Local Aggregates Assessment (LAA);
 - an assessment of other supply options e.g. 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;
 - knowledge of major current and planned infrastructure projects within the plan area and the wider region, including London; and
 - the geological extent of mineral and its quality, plus other relevant factors related to its extraction (such as site specific constraints).

Sand and Gravel

- 3.17 Sand and gravel is the most significant resource in the plan area. NPPG requires Mineral Planning Authorities (MPAs) to maintain a stock of sand and gravel reserves (a landbank) equivalent to at least 7 years supply. The LAA (December 2018) records that Cambridgeshire and Peterborough, at the end of 2017, had permitted reserves of 41.43 million tonnes.
- 3.18 The 10 year average of sand and gravel sales is 2.36 million tonnes per annum (Mtpa). Annual sales have however increased in recent years, with the 3 year average being 2.89Mtpa. Part of this increase is attributed to construction of the A14 improvement scheme, however the general trend upwards needs to be recognised and reflected in the annual provision rate.
- 3.19 Taking account of these two metrics and the other measures highlighted from (a) to (g) above, the Councils have determined that an appropriate annual provision rate for the Plan is **2.6Mtpa**. This represents the mid-point between the 10 year sales average and the 3 year sales average, and is also a 10% increase on the 10 year sales average (10% often being used as a proxy for a buffer above the 10 year sales average in other Minerals and Waste Local Plans). At 2.6Mtpa, this would equate to a landbank of 15.9 years.
- 3.20 Moving forward, the spatial strategy of this Local Plan is for extraction of sand and gravel to take place in a broad corridor north to south through the centre of the plan area. Such extraction will take place from sites allocated for that purpose on the policies map. Such extraction will help to support three important objectives of this Local Plan:

- delivery of growth aspirations as set out in other development plans;
- creation, via the restoration of sites, of opportunities for substantial net gain in biodiversity of international and national importance; and
- creation, via restoration of site, of opportunities for substantial flood risk management gains of strategic importance.

3.21 Of the allocations, the largest is at Block Fen / Langwood Fen, which has the potential of not only delivering large volumes of sand and gravel but also to provide key habitat creation and sustainable flood management benefits. It is this combination of strategic benefits which justifies this large allocation as identified on the policies map.

3.22 ***Supplementary Note for this Further Draft Local Plan, but not for inclusion in the final plan for adoption:*** It should be noted that the Block Fen / Langwood Fen site is allocated in the currently adopted Minerals and Waste Core Strategy, but has failed to deliver as quickly as expected, and consents are not fully in place. For example, a planning application was submitted to Cambridgeshire County Council for mineral extraction on a large part of the allocation, but was refused owing to it not being in accordance with the Core Strategy or the Block Fen / Langwood Fen Masterplan SPD. We are seeking reassurances on this matter from the landowner and operator, including via consultation on this draft Plan. If satisfactory assurances can not be reached prior to the next consultation stage of this Plan, in terms of a policy compliant scheme likely to come forward for the area, the Councils are presently minded to remove allocation M035 Block Fen / Langwood Fen East, Mepal from the Plan on the basis that it is an 'undeliverable' site (i.e. there is insufficient prospect of the site coming forward on a policy compliant basis).

Limestone

3.23 The spatial strategy for limestone for aggregate purposes will be to continue extraction at existing consented sites which, as noted above, is limited to a small geographical area to the north west of Peterborough; and which is a diminishing resource. NPPG requires a stock of limestone reserves equivalent to at least 10 years supply. The LAA records only two limestone quarries which are currently active. Only one of these provides material for aggregate use, however the other has been included to enable the release of some statistics.

3.24 The permitted reserves for both these quarries at the end of 2017 is 2.53 million tonnes. The 10 year rolling average of sales is 0.3 Mtpa, resulting in an equivalent theoretical landbank of 8.4 years i.e. less than required. Through the call for sites process in May/June 2018, only one site was put forward, yet is not deemed suitable for allocation, therefore no new allocations are made in this Plan. Given this, it does not seem possible to maintain a national policy compliant supply of limestone, through the plan period, though this is a reflection of reality (i.e. lack of sites) rather than a strategic policy position. To assist any future additional limestone extraction to come forward, a criteria based approach is therefore set out in this Plan.

Brick Clay

- 3.25 The spatial strategy for brickclay extraction is to continue extraction at existing consented sites, broadly in an area to the south and east of Peterborough. Future extraction will take place at King's Delph, Whittlesey, a site allocated on the policies map. Localised specialist brick clay is also allocated at Burwell Brickpits.
- 3.26 National planning policy requires that a landbank of brick clay is maintained, in the order of 25 years of supply. The extensive reserves of brick clay in the plan area, close to the Whittlesey brickworks complex, should meet this requirement. To ensure the continuity of supply, land located in the Cambridgeshire side of the King's Delph area, which straddles the administrative boundaries of the two authorities, is allocated for future extraction, delivering an estimated 27 million tonnes of brick clay, which is over 60 years supply, in addition to existing permitted reserves on the Peterborough side.
- 3.27 **Other minerals**, such as chalk, building stone, and limestone for non-aggregate purposes, are a very limited resource in the plan area. The spatial strategy for such minerals is to continue extraction on a small scale to meet such specialist needs; which could occur via the working of existing consents, or via the provisions of Policy 2. No allocations are made for such 'other minerals'.

Policy 2: Providing for Mineral Extraction

Sand and Gravel, Limestone and Brickclay

The Mineral Planning Authorities (MPAs) will facilitate a steady and adequate supply of the following minerals over the plan period (2016-2036):

	Plan Period 2016-36 (million tonnes)	Provision Rate (million tonnes per annum)
Sand and Gravel	54.6	2.6
Limestone	6.3	0.3*

*This figure is based on the 10 year average from the latest Local Aggregate Assessment, yet is dependent upon additional acceptable reserves coming forward over the plan period.

In principle, permissions will be granted so as to ensure the above provision can be secured. In order to meet the needs identified above for sand & gravel and brickclay, the following allocations are made and are defined as Mineral Allocation Areas (MAAs) on the Policies Map, with their broad locations shown on the Key Diagram.

Site Reference	Site Name	Mineral
M019	Bare Fen & West Fen, Willingham / Over	Sand & Gravel
M021	Mitchell Hill Farm South, Cottenham	Sand & Gravel
M022	Chear Fen, Cottenham	Sand & Gravel
M023	Burwell Brickpits, Burwell	Brickclay
M028	Kings Delph, Whittlesey	Sand & Gravel and Brickclay

M029	Gores Farm, Thorney	Sand & Gravel
M033	Land off Main Road, Maxey	Sand & Gravel
M034	Willow Hall Farm, Thorney	Sand & Gravel
M035	Block Fen / Langwood Fen East, Mepal	Sand & Gravel
M036	Block Fen / Langwood Fen West, Mepal	Sand & Gravel

Allocations M035 and M036 must be worked and restored in a phased manner in accordance with the Block Fen / Langwood Fen Master Plan set out in Appendix 1.

Permission for minerals extraction will only be granted:

- (a) on MAAs or Mineral Development Areas (MDAs) as identified on the Policies Map for that purpose; or
- (b) in other areas provided the proposal meets all of the following:
 - (i) it does not conflict with the strategy for minerals as set out in this Plan;
 - (ii) it is required to maintain a steady and adequate supply of mineral in accordance with the above provision rates and / or the maintenance of a landbank;
 - (iii) it is required to meet a proven need with particular specifications that cannot reasonably or would not otherwise be met from permitted or allocated reserves; and
 - (iv) it will maximise the recovery of the identified reserve.

Waste Management Needs

- 3.28 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

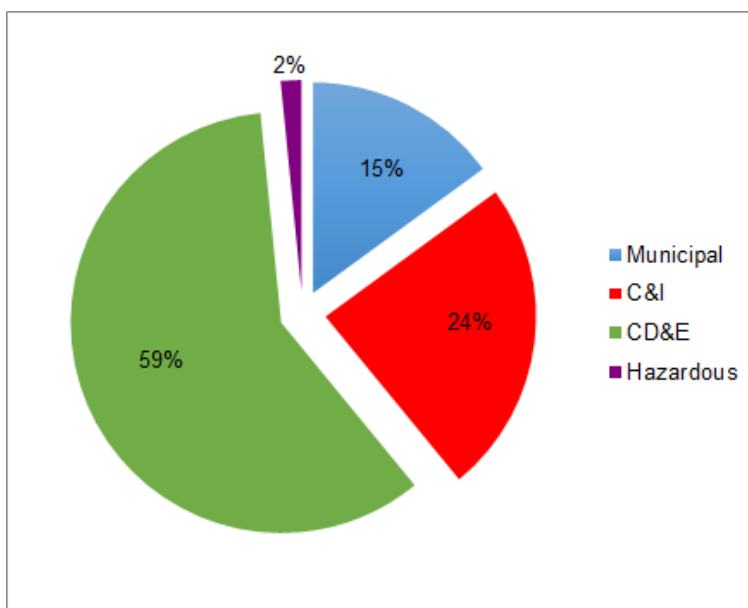
- 3.29 It is estimated that in 2017, waste arisings within the Plan area totalled around 2.778 million tonnes per annum (Mtpa) of various types of waste including municipal, commercial & industrial (C&I), construction, demolition & excavation (CD&E) and hazardous wastes (see figure below). The majority of this waste was recycled or otherwise recovered, with disposal to landfill (non-hazardous and inert) accounting for around a third.
- 3.30 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-hazardous² and inert). Waste forecasts indicate that waste arisings from within the Plan area could increase to 3.157Mtpa 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.

² Includes stable non-reactive hazardous waste (SNRHW)

- 3.31 Waste is also imported into the Plan area from other Waste Planning Authority areas. In 2017 imports significantly outweighed exports (almost fourfold), with over half of waste imported from other authorities disposed of in landfill (non-hazardous³ 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 historically has served a wider area and has therefore been subject to external pressures.

Figure 4: Waste Arisings for the Plan area (2017)

- 3.32 Waste movements occur as a result of commercial, contractual and operational arrangements as well as geographical convenience. There is a national policy direction for Waste Planning Authorities (WPAs) to increase their waste management capacity to the extent of meeting the needs of their own 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. Nevertheless, overall, the amount of net waste dealt with within a WPA area should be broadly equal to the amount of waste that area produces.



- 3.33 Accordingly, areas which presently have a net export of waste have, or are, moving to a position whereby they deal with more of their own waste. Likewise, areas that historically and presently have a net import of waste (such as the Cambridgeshire-Peterborough Plan area) should see such net import significantly reduced. In providing for waste management facilities the intention, therefore, of this Local Plan is to determine the likely waste arising that will occur, and set out the identified needs of the plan area as a whole in relation to waste management capacity in order to achieve net self-sufficiency, and at the same time drive waste up the waste hierarchy.
- 3.34 There is, however, one exception to the above net self-sufficiency 'rule'. 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 to non-hazardous (including SNRHW) landfill which is the matter with which the Plan is most concerned given the limited void space and pressures on such capacity.

³ Includes SNRHW

- 3.35 The adopted London Plan sees household and commercial & industrial waste exports to the East of England gradually reducing from current rates (estimated at 3.449Mt in 2015) and ceasing completely in 2026⁴. In 2015 0.079Mt of household and commercial & industrial waste was received from London WPAs at non-hazardous (including SNRHW) landfill sites within the Plan area. Although London is moving towards net self-sufficiency in this respect, the intent of the adopted London Plan still needs to be taken into account. Therefore some provision for the landfill of some of London's household and commercial & industrial waste is made in the early plan period of this Local Plan (albeit that in reality this may be waste which is displaced from other counties in the East of England which are closer to London, with such counties being the likely actual destination for London's residual waste). Our waste needs assessment has factored in an appropriate amount of London's non-apportioned household and commercial & industrial waste continuing to be imported into the Plan area, and consequently has been factored into our calculations to determine the 'capacity gap' for each waste stream.

Waste Management Capacity

- 3.36 The Plan area benefits from an existing network of waste management facilities, with this management capacity⁵ significantly contributing towards the identified future need. The difference between the existing capacity (including permitted sites yet to become operational) 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. Our evidence indicates that there is the potential need for hazardous recycling (recovery) and hazardous disposal capacity (see the Waste Needs Assessment, December 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.
- 3.37 The existing non-hazardous (including SNRHW) landfill void space is sufficient to accommodate the plan area's disposal needs over the plan period with a 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.
- 3.38 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 almost certain to require inert fill to achieve restoration outcomes and so such mineral sites will create more inert landfill/recovery void space. As such no additional inert landfill or recovery void space is needed over the plan period (except that needed in associated with restoration of permitted mineral extraction sites).

⁴ Referred to as London's non-apportioned household and commercial & industrial waste

⁵ Existing management capacity has been determined through the Waste Needs Assessment (December 2018) and only captures capacity of sites that have an extant planning permission. This includes capacity of recently permitted sites that are not yet implemented and/or operational (capacity for such sites has been incorporated over the plan period as per the information provided in the relevant application).

- 3.39 Given that the indicative future waste management needs of the plan area (to achieve net self-sufficiency) are comparatively low and relate to hazardous wastes, which are generally produced in lower quantities and managed at a wider scale, no site specific allocations for new waste management facilities have been identified in this Local Plan.
- 3.40 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.
- 3.41 The Waste Needs Assessment (WNA) 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 Further Draft Plan, we welcome your views on the methodology applied and conclusions which arise.

Policy 3: Waste Management Needs

The Waste Planning Authorities will seek to achieve net self-sufficiency in relation to the management of wastes arising from within the Plan area, plus additional provision until 2026 in order to accommodate needs arising from London (specifically regarding non-apportioned household and commercial & industrial waste).

The following sets out the present capacity gap (indicated by a '-' figure) or surplus (indicated by a '+' figure):

			Indicative total waste management capacity needs					
			2016	2017	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	0.619	0.660	0.696	0.753	0.804	0.850
		Existing capacity	0.610	0.661	0.889	0.887	0.887	0.887
		Capacity gap	-0.009	+0.001	+0.194	+0.134	+0.083	+0.037
	Composting (Mixed - Municipal, C&I)	Forecast arisings	0.170	0.199	0.206	0.225	0.239	0.249
		Existing capacity	0.332	0.324	0.373	0.373	0.373	0.373
		Capacity gap	+0.162	+0.125	+0.167	+0.148	+0.134	+0.124
	Inert recycling (CD&E)	Forecast arisings	0.056	0.087	0.066	0.067	0.068	0.068
		Existing capacity	0.149	0.184	0.625	0.600	0.600	0.600
		Capacity gap	+0.093	+0.097	+0.560	+0.533	+0.532	+0.532
Other recovery	Treatment and energy recovery processes	Forecast arisings	0.157	0.160	0.225	0.312	0.392	0.415

	(Mixed - Municipal, C&I)	Existing capacity	0.295	0.327	0.989	0.994	0.999	1.002
		Capacity gap	+0.138	+0.167	+0.764	+0.682	+0.607	+0.587
	Soil treatment (CD&E)	Forecast arisings	0.084	0.112	0.095	0.097	0.099	0.099
		Existing capacity	0.147	0.278	0.315	0.315	0.315	0.315
		Capacity gap	+0.062	+0.166	+0.220	+0.217	+0.216	+0.216

			Indicative total waste management capacity needs						Total need (2016-2036)	Estimated void space (2016-2036)	Balance
			2016	2017	2021	2026	2031	2036			
Non-hazardous waste management – Deposit to land and disposal (million tonnes)											
Other recovery	CD&E	Inert recovery (fill)*	0.653	0.728	0.769	0.774	0.776	0.776	16.061	14.058	-2.003
Disposal	CD&E	Inert landfill*	0.269	0.262	0.176	0.175	0.174	0.174	3.856	1.932	-1.924
	Mixed - Municipal, C&I	Non-hazardous landfill (including SNRHW)	0.583	0.536	0.601	0.531	0.467	0.475	11.174	12.466	+1.292
		Non-hazardous landfill	0.572	0.507	0.580	0.514	0.452	0.460	10.804	8.525	-2.278
		Non-hazardous (SNRHW) landfill	0.011	0.028	0.021	0.017	0.014	0.015	0.370	3.940	+3.570

*Inert recovery and landfill have a total indicative need of 19.917Mt over the plan period, with estimated remaining void space of 15.99Mt (around 90% of which is associated with restoration of mineral extraction sites), leaving a deficit of 3.927Mt. This deficit is able to be accommodated however through void space created from mineral extraction operations that are or will be permitted over the plan period.

Where an indicative total waste management capacity gap is identified, then proposals will, in principle, be supported where it would assist in closing that gap, provided it is in accordance with Policy 4.

Providing for Waste Management

- 3.42 This Plan sets out an overarching spatial strategy for waste, together with appropriate criteria based policy. It is important to guide future waste management development to the most appropriate locations, particularly in the absence of site specific allocations to meet identified needs.

- 3.43 In developing that criteria based policy, the Councils consider it appropriate to direct most waste management facilities to the main settlements that exist in the plan area, these being the areas which generate the greater waste arisings, as well as having the greater infrastructure (e.g. main highways) to accommodate proposals. The Councils also believe it appropriate to identify existing and allocated employment land as a suitable location for many types of 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.
- 3.44 However, there is no guarantee waste management facilities will come forward on employment land because of viability or other locationally specific reasons, or simply a lack of available land. Accordingly, other locations could be considered, via the criteria based policy below.
- 3.45 Like the previous Plan, this Local Plan also seeks to embed waste management facilities in new settlements. This can be temporary demolition and construction recycling being present through construction phases, and also permanent waste management facilities being located within new communities.
- 3.46 As well as strategic policy for waste management, the policy below also sets out specific policy for specialist types of waste management.

Policy 4: Providing for Waste Management

Across the plan area, existing and committed waste sites meet the majority of identified needs, with the capacity gap over the plan period being less than substantial. As such, the strategy of this plan is not to identify specific allocations for new waste sites. Instead this policy sets out a broad spatial strategy for the location of new waste management development; and criteria which will direct proposals to suitable sites, consistent with the spatial strategy.

Waste management proposals must demonstrably contribute towards sustainable waste management, by moving waste up the waste hierarchy; and proposals for disposal must demonstrate that the waste has been pre-treated and cannot practicably be recycled. Proposals which do not comply with this spatial strategy for waste management development must also demonstrate the quantitative and market need for the development.

Unless otherwise stated in this policy, new or extended waste management facilities should be located in the existing or planned main urban areas of: Cambourne, Cambridge, Chatteris, Ely, Huntingdon, Littleport, March, Northstowe, Peterborough, Ramsey, Soham, St. Ives, St. Neots, Waterbeach, Whittlesey and Wisbech.

Where the proposed use and operations are potentially suitable within an urban setting, then proposals should first consider the use of either:

- (a) employment areas (as identified in other Development Plan Documents for B2 and/or B8 Uses) within the above identified urban areas; or
- (b) any 'strategic' employment areas over 10ha (as identified in other Development Plan Documents for B2 and/or B8 Uses), which might not necessarily fall at one of the above

identified urban areas.

Where such sites are demonstrated not to be available or suitable, using a proportionate amount of evidence, then support will be given, in principle, to locating facilities on other suitable sites within the urban areas identified above; or on the edge of them where it is demonstrated that the development is compatible with surrounding uses (including the physical size and throughput of the proposed development); and where there is a clear relationship with the settlement by virtue of landscape, design of the facility, and highway access. In applying these provisions, substantial weight will also be given to the use of suitable brownfield land within the above identified urban areas.

Waste Management Facilities - New Strategic Development Areas:

New strategic development areas (i.e. 1,500 homes or more, or 10 ha or more for employment sites) must incorporate waste management facilities of a scale, use and accessibility to enable communities and businesses within that strategic development area to take some responsibility for their own waste.

Waste Management Facilities - Rural areas:

Only waste management facilities which are located on a farm holding, and where the proposal is to facilitate agricultural waste recycling or recovery generated by that farm holding will, in principle, be supported.

Waste Management Facilities - Medical or research sites:

Waste management facilities which are located on a medical or research site, and where the proposal is to facilitate the suitable management of waste generated by that site will, in principle, be supported.

Waste Management Facilities - Co-location:

Opportunities to co-locate waste management facilities together, or with complementary activities will, in principle, be supported. Particularly where relating to employment sites; industrial estates; mineral extraction and processing sites (for temporary proposals for aggregate and/or inert recycling facilities associated with extraction and processing); or planned integrated waste management development.

Waste Management Facilities – Non-Hazardous Waste Disposal:

Where the need for additional capacity for the disposal of non-hazardous waste is demonstrated such capacity must be provided through extension to existing disposal sites, unless it is demonstrated that a new standalone site would be more sustainable and better located to support the management of waste close to its source. It may also be supported where it is demonstrated that it is required for reasons of site stability or to address a potential pollution risk.

Waste Management Facilities – Inert Waste Disposal:

The deposit of inert waste to land will normally be permitted only within a Mineral Development Area (MDA) or Mineral Allocation Area (MAA). Proposals for the deposit of inert waste to land in other areas may only be permitted where:

- (c) there are no MDAs or MAAs within the plan area which can accommodate the inert waste in a timely and sustainable manner; or

- (d) there is clear and convincing evidence that an alternative site would be more suitable for receiving the inert waste.

Waste Management Facilities – Stable Non-Reactive Hazardous Waste Disposal (SNRHW):

Where the need for additional capacity for the disposal of SNRHW is demonstrated such capacity will only be permitted at, or through an extension to, existing disposal sites.

Waste Management Facilities – Hazardous Waste Disposal:

Proposals for the disposal of hazardous waste will only be supported in exceptional circumstances, and where it is demonstrated that there is a clear need for such a facility to be located in the plan area.

Waste Management Facilities – 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.

4. Minerals Development Specific Policy

Mineral Safeguarding Areas (MSAs)

- 4.1 Mineral Safeguarding Areas (MSAs) 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.
- 4.2 MSAs are identified on the Policies Map. They constitute the extent of known reserves plus a 250m buffer. More detail regarding their identification can be found in the accompanying evidence report 'Methodology for Identifying MSAs (December 2018)'.

Policy 5: Mineral Safeguarding Areas (MSAs)

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

- (a) development that falls within a settlement boundary*;
- (b) development which is consistent with an allocation in an adopted Local Plan;
- (c) minor householder development within the immediate curtilage of an existing residential building;
- (d) demolition or replacement of residential buildings;
- (e) temporary structures;
- (f) advertisements;
- (g) listed building consent; and
- (h) works to trees or removal of hedgerows.

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

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

*a settlement boundary is that which is defined on the relevant policies map for the area (e.g. a village envelope or urban area boundary). If no such boundary is identified, it will constitute the edge of the built form of the settlement.

Mineral Development Areas (MDAs) and Mineral Allocation Areas (MAAs)

4.3 Mineral Development Areas (MDAs) are specific sites identified on the Policies Map. They consist of existing operational sites and committed sites (i.e. sites with planning permission but which are not yet operational). Areas not yet consented but allocated in this plan for the future extraction of minerals are identified as Mineral Allocation Areas (MAAs). These sites also include existing, planned and potential sites for:

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

Policy 6: Mineral Development Areas (MDAs) and Mineral Allocation Areas (MAAs)

Mineral Development Areas (MDAs) and 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.

Borrowpits

4.4 In construction and civil engineering, a borrowpit is an area where material (usually soil, gravel and/or sand, and clay) has been dug for use at another location nearby. Borrowpits can be found close to many major construction projects, and can be a suitable and more sustainable option compared with the alternative of sourcing material from a site considerably further away. However, a policy is necessary to both confirm the in principle support but also to ensure only appropriate borrowpits can come forward.

4.5 In demonstrating the need for a borrowpit for engineering clay regard must be had as to whether the material can be drawn more sustainably from existing mineral and landfill sites, for example through 'over-digging' an existing site to secure the clay, rather than a new greenfield borrowpit.

Policy 7: Borrowpits

Mineral extraction from a borrowpit will only be supported, in principle, where all of the following are met:

- (a) there is a demonstrated need for the mineral to be extracted from the borrowpit;
- (b) it will serve a named project only, and it is well related geographically* to that project;
- (c) the site will be restored in accordance with Policy 19 Restoration and Aftercare and within the same timescale as the project to which it relates;

- (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.

In demonstrating the need for a borrowpit for engineering clay, it will need to be demonstrated that the material could not be drawn more sustainably from existing mineral and landfill sites.

*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 necessarily pass the test.

Recycled and Secondary Aggregates, and Concrete Batching

- 4.6 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'.
- 4.7 A concrete batching plant is a device that combines various ingredients to form concrete. Some of these inputs include sand, water, aggregate (rocks, gravel, etc.), fly ash, potash and cement. Such plants are an essential part of the construction industry infrastructure, and can be found on construction sites or, in a more permanent form, off-site (including on mineral sites).

Policy 8: Recycled and Secondary Aggregates, and Concrete Batching

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. Similarly, in principle, the authorities will support suitable concrete batching proposals.

Such proposals are likely to be suitable in the following locations:

- (a) on operational, committed and allocated mineral sites (for the duration of the working life of the mineral site only, and where this is compatible with an agreed restoration scheme);
- (b) on strategic development sites, such as major urban extensions and new settlements (throughout the construction phase); and
- (c) on waste management sites, designated employment land and existing/disused railheads and wharves.

In addition to the above support in principle, all strategic development sites should include temporary inert and construction waste recycling facilities on site throughout all phases of construction, unless there is clear and convincing justification why this would be inappropriate or impractical.

Reservoirs and Other Incidental Mineral Extraction

- 4.8 Reservoirs and other forms of development can also give rise to incidental mineral extraction. In these cases the Mineral Planning Authorities 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.
- 4.9 It should be noted that Government is likely to introduce in 2019 a National Policy Statement (NPS) for Water Resources Infrastructure, including amending the definitions of nationally significant water resources infrastructure set out in the Planning Act to which the NPS will apply. Consequently, larger reservoirs may well be dealt with, through the planning system, in a different way to smaller reservoirs.

Policy 9: 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, agricultural reservoirs or commercial fish ponds), will be supported where it can be demonstrated that:

- (a) there is a proven need and demonstrable sustainability benefits* for the proposal, or the proposal is identified in a water companies' water resource management plan;
- (b) any mineral extracted will be used in a sustainable manner;
- (c) where the proposal relates to a reservoir, the design, as far as is practical, minimises its surface area by maximising its depth;
- (d) the minimum amount of mineral to be extracted is 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.

*sustainability benefits could include, but not necessarily limited to: water storage in order to reduce currently unsustainable groundwater extraction; significant biodiversity net gains or measures to help preserve or enhance designated biodiversity sites; and flood risk management benefits.

5. Waste Management Specific Policies

Waste Management Areas (WMAs)

- 5.1 Waste Management Areas (WMAs) are specific sites identified on the Policies Map for waste management facilities and consist of existing operational sites (which make a significant contribution to managing any waste stream) and committed sites (i.e. sites with planning permission but which are not yet operational). Policy 3 sets the policy framework for WMAs.
- 5.2 This Plan does not allocate any sites for future waste management development. The Waste Needs Assessment (December 2018) which accompanies this Further Draft Plan has not identified any capacity gaps which justify the allocation of sites. Proposals for any future waste management development can be dealt with through Policy 4: Providing for Waste Management and other policies in this document.

Policy 10: Waste Management Areas (WMAs)

Waste Management Areas (WMAs) are defined on the Policies Map. Within a WMA, development will not normally be permitted, other than that which meets Policy 4.

Water Recycling Areas (WRAs)

- 5.3 It is essential that adequate sewage and wastewater infrastructure is in place prior to the start of 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, as appropriate, be maintained, improved, extended and/or relocated. Whilst a wide range of plans, programmes and studies (such as Water Cycle Studies) are necessary to fully understand and achieve these requirements, this Local Plan can play an important part. As such, all existing and planned Water Recycling Centres (WRCs) are identified on the Policies Map as Water Recycling Areas (WRAs). Please note that Policy 16: Consultation Areas covers proposals which fall within 400m of a WRA. The following policy focuses on the development of WRCs themselves.

Policy 11: Water Recycling Areas (WRAs)

Water Recycling Centres (WRCs) are essential infrastructure, and are identified on the Policies Map as Water Recycling Areas (WRAs).

Proposals for new water recycling capacity or proposals required for operational efficiency, whether on WRAs or elsewhere (with such proposals including the improvement or extension to existing WRCs, relocation of WRCs, provision of supporting infrastructure (including renewable energy) or

the co-location of WRCs with other waste management facilities) 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;
- (b) there is a ready access to the sewer infrastructure or area to be served;
- (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;
- (d) if a new site, or an extension to an existing site, it has avoided land within flood zone 3 unless there is clear and convincing justification to do so, and the proposal is supported by thorough evidence of need, options and risk management; relocating sites from flood zone 1 to flood zone 3 for primarily land value realisation reasons should not form any part of the justification for relocation to flood zone 3; and
- (e) adequate mitigation measures will address any unacceptable adverse environmental and amenity issues raised by the proposal, which may include the enclosure of odorous processes.

If any new or presently unidentified WRCs exist, but are not specifically designated as a WRA on the Policies Map, then a proportionate application of the principles in this policy, and the supporting Policy 16: Consultation Areas, will apply.

Radioactive and Nuclear Waste

- 5.4 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.
- 5.5 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.

Policy 12: Radioactive and Nuclear Waste

No sites are identified for such use in this Local Plan. Proposals for the treatment, storage or disposal of intermediate or higher activity radioactive and nuclear waste will not be permitted.

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.

Landfill Mining and Reclamation

- 5.6 The interest in landfill mining, as a concept, is growing across Europe, in recognition of the around 500,000 landfill sites in existence (20,000 in the UK), and the potential for valuable resources (especially metals) which can be found in them. Landfill mining and reclamation may also be for other reasons, such as addressing an existing problem or to facilitate some other form of development upon or near that site.
- 5.7 In respect of commercial based proposals, the practical benefits and potential harm which can arise from landfill mining are at their infancy of research, and there is no national policy which supports such mining as a matter of principle. In particular, excavating a landfill site close to residential properties is unlikely to be acceptable owing to amenity issues. At the present time at least, therefore, the councils do not support commercial based landfill mining in the plan area.

Policy 13: 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.

Irrespective of the motives for the mining, 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

- 5.8 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.
- 5.9 This approach has been taken forward through the Cambridgeshire and Peterborough Waste Partnership (RECAP), and has, since 2012, been assisted by a RECAP Waste Management Design Guide Supplementary Planning Document (SPD). This SPD 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. The SPD will be periodically updated. For proposals in the Peterborough area, the Peterborough Local Plan (2019) provides the relevant policy requirements, and as such the following policy does not apply in the Peterborough area.

Policy 14: Waste Management Needs Arising from Residential and Commercial Development

Relevant residential and commercial planning applications in Cambridgeshire must be accompanied by a completed Waste Management Guide Toolkit, which forms part of the latest RECAP Waste Management Design Guide Supplementary Planning Document (or similar superseding document).

Where appropriate, and as determined through an assessment of the Toolkit submission, such new development may be required to contribute to the provision of bring sites and / or the Household Recycling Centre service (subject to any legislative requirements in relation to seeking developer contributions).

6. Policies for Minerals and Waste Management Proposals

Transport Infrastructure Areas (TIAs)

- 6.1 Certain types of transport infrastructure are essential in order to help facilitate more sustainable transportation of minerals and waste. Those of significance are identified on the Policies Map as Transport Infrastructure Areas (TIAs) and are defined for both existing and planned areas. Such areas may include railheads, wharves and ancillary facilities.
- 6.2 Please also see Policy 23 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 15: Transport Infrastructure Areas (TIAs)

Transport Infrastructure Areas (TIAs) are identified on the Policies Map. Development which would result in the loss of or reduced capacity of such infrastructure 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 the authorities are likely to require it 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 TIAs 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.

Consultation Areas (CAs)

- 6.3 Consultation Areas (CAs) are buffers around Mineral Allocation Areas (MAAs), Mineral Development Areas (MDAs), Waste Management Areas (WMAs), Transport Infrastructure Areas (TIAs) and Water Recycling Areas (WRAs).
- 6.4 They are designated to ensure that such sites are protected from development that would prejudice operations within the area for which the buffer is identified, or to protect development that would be adversely affected by such operations (for example residential development being located close to a waste site and subsequently suffering amenity issues).

- 6.5 Buffers are typically 250m around the edge of a site (400m in the case of WRAs). In defining CAs, each site is considered individually, and if circumstances have suggested the typical buffer from the edge of any site should be varied (e.g. due to mitigation proposals) then this has been taken into account.
- 6.6 CAs are designed to alert prospective developers and decision takers to development (existing or future) within the CA to ensure adjacent new development constitutes an appropriate neighbouring use. New neighbouring development can impact on certain mineral and waste management development and associated infrastructure, making it problematical for them to continue to deliver their important function.

Policy 16: Consultation Areas (CAs)

Consultation Areas (CAs) are identified on the Policies Map, as a buffer around Mineral Allocation Areas (MAAs), Mineral Development Areas (MDAs), Waste Management Areas (WMAs), Transport Infrastructure Areas (TIAs) and Water Recycling Areas (WRAs). The Mineral & Waste Planning Authority must be consulted on all planning applications within CAs except:

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

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

- (c) not prejudice the existing or future use of the area for which the CA has been designated; and
- (d) 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 area for which the CA has been designated*.

Within a CA which surrounds a WRA, and unless convincing evidence to the contrary is provided via an odour assessment report, there is a presumption against allowing development which would:

- (e) be buildings regularly occupied by people; or
- (f) 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).

In instances where new minerals development, waste management, transport infrastructure or water recycling facilities of significance are approved (i.e. of such a scale that had they existed at the time of writing this Plan it could reasonably be assumed that they would have been identified as a MDA, WMA, TIA or WRA), the policy principle of a CA around such a facility is deemed to automatically apply, despite such a CA for it not being identified on the Policies Map.

*Where development is proposed within a CA which is associated with a WRA, the application must be accompanied by a satisfactory 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.

Design

- 6.7 The following policy is primarily associated with waste management facilities, because such facilities normally include 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 policy would apply.
- 6.8 Appendix 2: The Location and Design of Waste Management Facilities provides specific guidance on the design of waste management facilities, and should be used to inform the design of waste management facilities in the plan area.

Policy 17: Design

All waste management development, and where relevant minerals development, should secure high quality design. The design of built development and the restoration of sites should, where appropriate, complement and enhance local distinctiveness, and the character and quality of the area in which it is located. Permission will be refused for development of poor design that fails to take the opportunities available to achieve this.

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 incorporates facilities for electric plug-in and other ultra-low emission vehicles.

For waste management proposals, detailed design guidance can be found in Appendix 2: The Location and Design of Waste Management Facilities. This guidance provides a framework for

creating distinctive places, with a consistent and high quality standard of design. Whilst the guidance provides a degree of flexibility, it will be used to assist in determining whether a proposal is consistent with the approach set out in this policy.

Amenity Considerations

- 6.9 Minerals and waste management development can have the capacity to adversely impact on the amenity of local residents, businesses 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.
- 6.10 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 18: Amenity Considerations

New development must not result in unacceptable adverse impacts 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 to 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) increase in litter; and
- (i) increase in 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, and deliverability of, any mitigation.

Restoration and Aftercare

- 6.11 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.
- 6.12 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.

Policy 19: Restoration and Aftercare

All minerals extraction related proposals, and all waste management proposals which are likely temporary in nature, must be accompanied by a restoration and aftercare scheme proposal.

Such a proposal must, where appropriate:

- (a) set out a phasing schedule so as to restore available parts of the site to a beneficial afteruse as soon as is reasonably practicable to do so, and to restore the whole of the site within an agreed timeframe. Only in exceptional circumstances, such as very small sites where phasing is not practical, will a non-phased scheme be approved;
- (b) reflect strategic and local objectives for countryside enhancement and green infrastructure, including those set out in relevant Local Plans and Green Infrastructure Strategies;
- (c) contribute to identified flood risk management and water storage needs (including helping to reduce the risk of flooding elsewhere) and / or water supply objectives and incorporate these within the restoration scheme;
- (d) demonstrate net biodiversity gain through the promotion, preservation, restoration and recreation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets;
- (e) 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;
- (f) incorporate within the restoration scheme amenity uses, such as formal and informal sport, navigation, and recreation uses; and
- (g) only restore the land (including best and most versatile) back to agricultural use if it is clearly demonstrated that this offers greater sustainability benefits than (a) to (f) above. Where it is determined that restoring the land to agricultural land is the most suitable option (in whole or part), then the land must be restored to the same or better agricultural land quality as it was pre-development.

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 enhance ecological networks and living carbon sinks.

Any site specific restoration and after-care requirements are set out in the site allocation section of this Local Plan. Where there is conflict between what the above policy states, and what a site specific policy states, then the provisions of the site specific policy take precedence.

Agreed restoration schemes and aftercare arrangements will be secured, if necessary, by legal agreement.

Biodiversity and Geodiversity

6.13 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 Local Plan which reflects the councils' approach to biodiversity and geodiversity. Through the development management processes, management agreements and other positive initiatives, the councils will, therefore:

- aid the management, protection, enhancement and creation of priority habitats (including lowland calcareous grasslands, woodlands and hedgerows, rivers, lowland meadows and floodplain grazing marsh) and populations of protected species, with the overall aim to achieve a net gain in biodiversity;
- promote the creation of an effective, resilient, functioning ecological network throughout the plan area, consisting of core sites, buffers, wildlife corridors and stepping stones that link to each other and to wider green infrastructure across the plan area (or potentially in adjoining local authority areas) and to respond to and adapt to climate change;
- safeguard the value of previously developed land where it is of significant importance for biodiversity and/or geodiversity; and
- 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.

Policy 20: 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;
- (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, including determining site specific impacts and avoiding or mitigating against impacts where identified.

National Sites

Development proposals within or outside a Site of Special Scientific Interest (SSSI), or 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 and Local Geological Sites, 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 Local and 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 outweigh these impacts. Where adverse impacts are likely on other locally important habitats and species as identified by the Cambridgeshire and Peterborough Biodiversity Partnership, the benefits of development must outweigh these impacts. In both cases, appropriate mitigation and/or compensatory measures will be required.

Biodiversity and Geodiversity in Development

All development proposals should:

- (d) conserve and enhance the network of geodiversity, 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;
- (e) avoid negative impacts on biodiversity and geodiversity;
- (f) 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;
- (g) 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); and
- (h) for minerals extraction proposals, enable periodic temporary access in order to record, sample and document the geodiversity.

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.

The Historic Environment

- 6.14 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.
- 6.15 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.
- 6.16 It is acknowledged that both minerals and waste development has the potential to affect different types of heritage assets and their setting. However, minerals development, more so than waste, is generally quite an intensive activity in relation to potential impacts on the historic environment owing to its extractive nature. As such, any necessary Heritage Statement should also consider potential for archaeology at depth. To do so it is likely to require a deposit model looking at the characteristics and distribution of deposits and natural landforms across the site and their likely potential for archaeology of all periods.
- 6.17 In addition to helping assess Palaeolithic potential, a deposit model would also pick up features such as palaeochannels, islands and extensive peat deposits, of potential for prehistoric and later periods. It might be based on existing Geotechnical site investigation information and/or involve the drilling of purposive boreholes, test pits and deep-penetration geophysics transects (ERT and EMI). Lidar information could also be useful. Also, the assessment might need to consider dewatering impacts and changes in water flow patterns. Where, for example, the minerals extraction sites lie on floodplains buried archaeological remains are likely to be waterlogged. Therefore the likely impact of the minerals extraction on the water table and water flow patterns both during extraction and following reinstatement should be investigated in tandem with the assessment and evaluation of archaeological potential. There may be impacts on the archaeology of areas downstream of the extraction site and on any archaeology 'preserved in situ' remaining in unquarried areas within the site itself.
- 6.18 For all the above reasons, 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 non-designated 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.

Policy 21: The Historic Environment

The Councils recognise: the desirability of sustaining and enhancing the significance of heritage assets (and their setting); 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/or 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;
- (b) identify the impact of the development on the special character of the asset (including any cumulative impacts); and
- (c) provide clear and convincing justification for any harm to, or loss of, the significance of a heritage asset (from its alteration or destruction, or from development within its setting).

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:

- (d) the hydrological management of the site and the potential effects that variations in the water table or water flow patterns may have on known or potential archaeological remains. This assessment may be required to address an area beyond the planning application boundary; and
- (e) the potential for palaeolithic or later archaeology at depth, possibly making use of, where appropriate, a deposit model looking at the characteristics and distribution of deposits and natural landforms across the site and the likely potential for archaeology of all periods.

Water Resources

- 6.19 Cambridgeshire and Peterborough are identified as being within an area of serious water stress. Adopted and emerging district local plans are all introducing the optional water efficiency standard for new homes, reflecting such evidence. Increasing demands for water arising from growth, and potential impacts from, in particular, minerals workings could serve to have a detrimental impact upon the quantity or quality of surface or groundwater resources. That said, minerals development (normally in the form of the restoration scheme) can also have a net benefit on the water environment, through, for example, flood alleviation and winter water storage. Please note that the Cambridgeshire Flood and Water 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 22: Water Resources

Minerals and waste management development will only be permitted where it can be demonstrated (potentially through a detailed hydrogeological assessment) that there would be no significant adverse impact on:

- (a) the quantity or quality of surface or groundwater resources;
- (b) the quantity or quality of water abstraction currently enjoyed by abstractors unless acceptable alternative provision is made;
- (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

- 6.20 Cambridgeshire and Peterborough's road network is heavily used, with a high proportion of Heavy Commercial Vehicles (HCVs) (i.e. heavy goods vehicles, plus a wide range of farm related vehicles which use the road network). Minerals and waste management operations can add significantly to this congested network, and primarily means even further increase in HCV usage.
- 6.21 Much of the road network is also historic, and often goes through the middle of settlements, which themselves are ill designed to cope with the volume and type of traffic, especially HCVs. Cambridgeshire County Council has adopted a HCV route which can be found at cambridgeshire.gov.uk/freight-map.
- 6.22 Section 9 of the NPPF (2018) sets out detailed national policy on transport related matters, but further local policy is necessary, in the following policy.
- 6.23 In addition to the policy below, site specific policies found in the site allocations of this plan set out any specific Traffic, Highways and Rights of Way matters that will need to be addressed for that particular site.

Policy 23: Traffic, Highways and Rights of Way

Mineral and waste management development will only be permitted if:

- (a) appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, to the degree reasonably available given the type of development and its location;
- (b) safe and suitable access to the site can be achieved for all users of the subsequent development;
- (c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree;
- (d) any associated increase in traffic or highway improvements would not cause unacceptable harm to the environment, road safety or residential amenity, and would not cause severe residual cumulative impacts on the road network; and
- (e) binding agreements covering lorry backloading, routing arrangements and/or Heavy Commercial Vehicle (HCV) signage for mineral and waste traffic are agreed, if any such agreements are necessary and reasonable to make a development acceptable.

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 the latest identified HCV Route Network is, where reasonable and practical to do so, to be utilised. If necessary, arrangements ensuring that the use of the HCV Route Network takes place may need to be secured through an appropriate and enforceable agreement. Any non-allocated minerals and waste management facility in Cambridgeshire which would require significant use of the highway must be well related to the HCV Route Network.

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

- 6.24 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.

Policy 24: Sustainable Use of Soils

Minerals or waste development which adversely affects agricultural land categorised as 'best and most versatile' will only be permitted where it can be shown that:

- (a) it incorporates proposals for the sustainable use of soils (whether that be off-site or as part of an agreed restoration scheme); and
- (b) (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

- 6.25 For mineral and waste management developments located close to airports, aerodromes or their flight paths, one of the main hazards is from 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, owing to the consequence of the hazard should it materialise.

Policy 25: 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

- 6.26 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. As with all policies, it is important that the following policy is read in conjunction with other policies that will equally apply, such as policies on amenity and transport.

Policy 26: Other Developments Requiring Importation of Materials

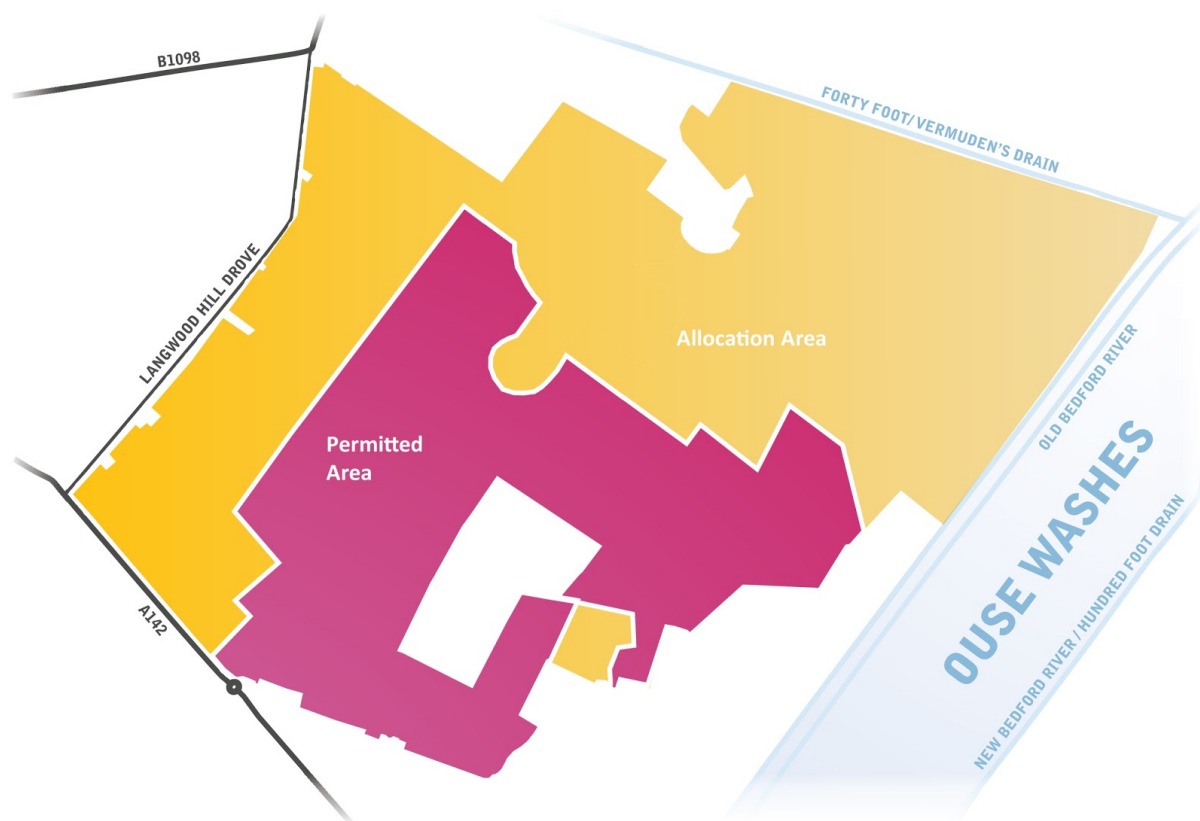
Proposals for developments (including golf courses and any other significant outdoor recreation facilities) which require the importation of significant quantities of minerals and/or inert waste, will only be permitted where it can be demonstrated that:

- (a) the proposal does not prejudice the restoration of mineral extraction sites;
- (b) there is a proven need for the material to be imported;
- (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.

List of Acronyms

AWP - Aggregate Working Party
 C&I Waste - Commercial & Industrial
 CA - Consultation Area
 CD&E - Construction, Demolition & Excavation
 DPD - Development Plan Document
 DtC - Duty to Cooperate
 HRC - Household Recycling Centre
 LAA - Local Aggregates Assessment
 LDS - Local Development Scheme
 LLW - Low-level Radioactive Waste
 MAA - Mineral Allocation Area
 MDA - Mineral Development Areas
 MPA - Mineral Planning Authority
 MSA - Minerals Safeguarding Area
 Mtpa - Million tonnes per annum
 MWLP - Minerals and Waste Local Plan
 NPPF - National Planning Policy Framework
 NPPG - National Planning Practice Guidance
 NPPW - National Planning Policy for Waste
 RECAP - Cambridgeshire and Peterborough Waste Partnership
 SA - Sustainability Appraisal
 SCG - Statement of Common Ground
 SCI - Statement of Community Involvement
 SPD - Supplementary Planning Document
 SSSI - Site of Special Scientific Interest
 TIA - Transport Infrastructure Area
 WMA - Waste Management Area
 WNA - Waste Needs Assessment
 WPA - Waste Planning Authority
 WRA - Water Recycling Area
 WRC - Water Recycling Centre
 WTAB - Waste Technical Advisory Body



Cambridgeshire County Council and Peterborough City Council

Appendix 1 - BLOCK FEN / LANGWOOD FEN MASTER PLAN

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Context - Block Fen / Langwood Fen Master Plan

A Block Fen / Langwood Fen Master Plan Supplementary Planning Document (SPD) was adopted in 2011. It set out the vision for the Block Fen area to be created through minerals extraction. The contents of that SPD has been updated and brought into the Cambridgeshire and Peterborough Minerals and Waste Local Plan. The 2011 SPD ceases to have any weight on adoption of the Local Plan.

Changes since the 2011 SPD

The content of this Appendix remains largely unchanged from the 2011 SPD . However, the timescales have been altered to be more flexible in the delivery of the Master Plan. This alteration has been made in response to the reduced levels of production that occurred (likely owing to the 2008 economic downturn).

A number of other minor alterations to the text were also made, but these have not affected the direction of the Plan.

Status of this appendix

This appendix forms part of Cambridgeshire and Peterborough Minerals and Waste Local Plan. Its contents are considered to be supporting text, to assist interpretation and implementation of relevant policies in the Local Plan. If any text in this Appendix conflicts in any way with the provisions of the Policies set out in this Local Plan or any other Development Plan Document, then the contents of those policies prevail .

Withdrawal of Block Fen / Langwood Fen Master Plan Supplementary Planning Document (2011)

On adoption of the Cambridgeshire and Peterborough Minerals and Waste Local Plan the Block Fen / Langwood Fen Master Plan Supplementary Planning Document (2011) is withdrawn.

1. Introduction

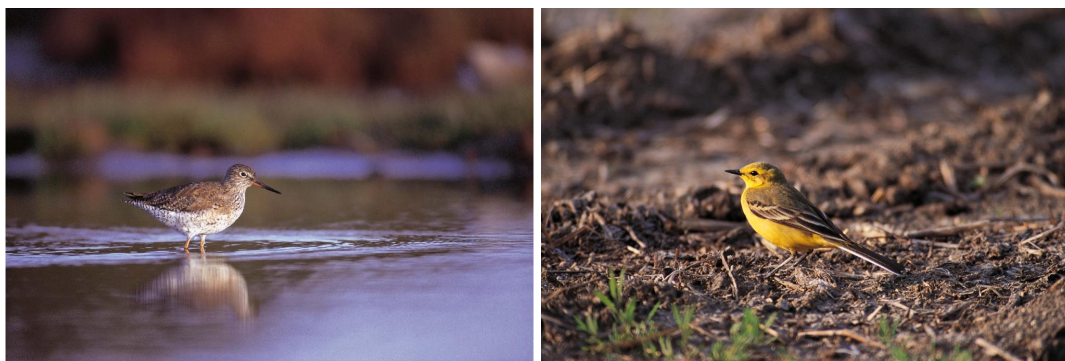
Purpose of the Master Plan

- 1.1. This Master Plan provides a detailed land use planning framework for mineral and waste activity in the Earith / Mepal area. It conforms to and builds upon the proposals set out in the Cambridgeshire and Peterborough Minerals and Waste Plan Local Plan.

Background

- 1.2. The Cambridgeshire and Peterborough Minerals and Waste Local Plan identifies the Earith / Mepal area as a strategic area for sand and gravel extraction and construction / demolition waste management until 2036 and beyond. This area has extensive reserves of good quality sand and gravel needed to supply the construction industry, which will help build the new housing, employment, schools and other development planned for Cambridge, and the wider area. The area will also help to recycle and dispose of construction soils and sub-soils arising from development.
- 1.3. The Earith / Mepal area is one of high quality agricultural land, and is primarily in this use. However, Block Fen, Langwood Fen and adjacent areas have established sites for sand and gravel extraction, and some already contribute to the management of soils and waste construction and demolition materials.
- 1.4. In considering the further development of the area significant new opportunities have been identified which could be delivered through additional mineral extraction and quarry restoration. These have largely been shaped by the location of the area next to the Ouse Washes, which is one of the few remaining fragments of wetland habitats within the Fens. It is of international importance for its wintering waterfowl and for a suite of breeding birds, including snipe and black-tailed godwit.
- 1.5. The Ouse Washes area is in an 'unfavourable' condition. The Ouse Washes is designated as a wetland of international importance (Ramsar site) under the Ramsar convention, and, in 2000, was formally listed on the Montreux Record as a site undergoing ecological change. The main cause of the deterioration of the nature conservation interests is changing patterns of flooding with unseasonal summer flooding and longer deeper winter flooding.
- 1.6. Mineral extraction followed by appropriate restoration offers the opportunity to deliver three equally important strategic objectives. Firstly, it can provide strategic water storage bodies which can help to intercept water before it goes into the Counter Drain, and also take some of the water from the Counter Drain which would otherwise be pumped into the Ouse Washes, thereby managing flood risk in a more sustainable way. In addition, quarry restoration using inert construction and demolition waste soils can create a significant amount of new lowland wet grassland, providing new breeding areas for birds such as the black-tailed godwit, snipe, redshank and lapwing. Thirdly, the water bodies created after restoration from gravel workings, and the new lowland wet grassland, can provide a focus for

recreational opportunities for those living in, or visiting the area; as well providing water for agriculture for irrigation purposes.



Left: Redshank (Courtesy of RSPB); Right: Yellow Wagtail (Courtesy of RSPB).

- 1.7. The framework for future sand and gravel extraction and the management of construction and demolition waste in this area is set out in Cambridgeshire and Peterborough Minerals and Waste Local Plan which covers the overarching land use policy. This Master Plan sets the more detailed proposals for this area.

The Block Fen / Langwood Fen Area

- 1.8. The Block Fen / Langwood Fen area lies to the west of the Ouse Washes, north of the A142 and south of the Forty Foot (Vermuyden's) Drain. The western boundary is a line running north south down Langwood Hill Drove to the A142. The Master Plan area lies in the parishes of Mepal and Chatteris.
- 1.9. The area is characterised by open low lying high quality agricultural land, drained by a series of man made drains and pumps operated by the Sutton and Mepal Internal Drainage Board. Other than the drains there are relatively few other landmarks. The area is relatively sparsely populated, principally by farms or scattered dwellings, linked by small droves and byways.

Nature Conservation

- 1.10. The area lies adjacent to the Ouse Washes which is a wetland of national, European and international importance. At the national level it is notified as a Site of Special Scientific Interest (SSSI) for its wet grassland, breeding and wintering waders and wildfowl along with aquatic flora and fauna largely associated with the ditches and drains.
- 1.11. At the European level, the Ouse washes is designated as a Special Protection Area (SPA) for the number and variety of breeding and wintering waders and wildfowl, along with the wintering population of hen harrier. The two parallel linear water courses known as the Counter Drain / Old Bedford (outer river) and the Old Bedford / Delph (inner river) are also designated at the European level for a population of Spined Loach, one of four known main localities for this fish species.
- 1.12. The Ouse Washes is one of the largest areas of seasonally flooded washland in Britain which, when floodwaters permit, is managed using traditional agricultural methods of summer grazing and hay cutting. The washlands regularly host impressively large numbers of

wintering waterbirds, which qualifies it as a Wetland of International Importance under the Ramsar Convention.

Land Drainage and Water Storage

- 1.13. Immediately east of the Master Plan area is the Counter Drain, east of this is the River Delph and the Hundred Foot / New Bedford River Ouse. These watercourses supports the artificial drainage of a large part of mid Cambridgeshire, up through Bedfordshire to the river source in Northamptonshire.
- 1.14. The Ouse Washes lie between the River Delph and the parallel bank of the Hundred Foot / New Bedford River and play a major land drainage role as a flood water storage and conveyancing area. As a result the washland is thus subject to flooding.
- 1.15. A winter storage agricultural irrigation reservoir lies at North Fen, Sutton Gault (south of the Block Fen / Langwood Fen area). This has been extended through additional mineral extraction. Planning permission has also been granted for the reservoir to be used for the storage of potable water.
- 1.16. There are also a number of smaller winter storage reservoirs in the wider Earith / Mepal area serving the irrigation needs of specific areas of agricultural cultivation.

Cultural and Historic Interest

- 1.17. In terms of cultural and historic interest the area contains isolated listed buildings and schedule monuments along the roads, waterways and fields of the Block Fen / Langwood Fen area. One such listed building is Fortrey's Hall, which is located alongside the Old Bedford River. The area also lies in proximity to towns and villages such as Chatteris, which contain numerous listed buildings and designated conservation areas. The area is of high archaeological importance and includes a number of Scheduled Monuments. It is known to contain prehistoric remains and there are extensive remains of Bronze Age, Iron Age and Roman Settlements in the area, some of which may prove to be of national importance.

Access

- 1.18. The main traffic corridor is the A142 Ely - Chatteris Road, which bridges the Ouse Washes. The area is also crossed by Bury Lane leading from Sutton to Long North Fen Drove towards Chatteris. This route crosses the Washes by way of a causeway and is frequently obstructed by floodwater in the winter months.
- 1.19. The other roads in the area are minor lanes (droves) linking farms and byways. There are a limited number of public footpaths the most important of which from a recreation point of view are the linear paths which follow the banks of the Ouse Washes.

Existing Minerals and Waste Operations

- 1.20. The area is known to contain significant sand and gravel deposits having been the subject of some earlier extraction, and is currently the subject of active and planned mineral workings on a significant scale.
- 1.21. North of the A142 is Block Fen. This is a large area, already permitted for sand and gravel extraction, and currently operated as 2 quarries, a third is due to commence development in the short term. Access to Block Fen is via a roundabout off the A142. Current restoration proposals are for reinstatement to an agricultural use, at existing (using inert waste fill) or low level, with the incorporation of a few small water bodies and wetland habitats to complement the existing County Wildlife Site.
- 1.22. South of the A142 extraction has also been permitted for a smaller area at Sutton Gault. This was originally associated with the creation of a winter storage agricultural irrigation reservoir at North Fen. The original reservoir has been extended through subsequent planning permissions and extraction and construction works are taking place. Planning permission has also been granted for part of the reservoir capacity to be used for potable water supply.
- 1.23. Further south is extraction associated with the Bridge Farm and Colne Fen Quarries.

The Earith / Mepal Stakeholder Group

- 1.24. The first edition of the Master Plan was developed through a number of stakeholder workshops. These sessions were vital in determining the nature of the proposals which have come forward, and in providing technical supporting information and advice.
- 1.25. In addition a number of supporting studies were undertaken which addressed:
 - hydrology;
 - sustainable use of soils;
 - ecology; and
 - traffic.
- 1.26. Participants included the minerals and waste industry, the Environment Agency, the Middle Level Commission, the Sutton and Mepal Internal Drainage Board, the Royal Society for the Protection of Birds (RSPB), The Wildfowl and Wetlands Trust (WWT), Officers from the District Councils, and Natural England.

2. The Vision

2.1. The vision for Block Fen / Langwood Fen area is:

- to undertake development in a planned and sustainable way, ensuring there is no adverse impact on the integrity of the Ouse Washes, taking into account the need to address climate change by incorporating into the proposals for this area such measures as recycling of waste to encourage the use of secondary materials, water storage and transfer to address nature conservation, sustainable flood risk management, and water supply issues across the wider area, including the creation of new habitat which will enhance the Ouse Washes and will assist in conserving for the long term high quality peat soils, and active traffic management designed to influence lorry and other traffic movements to use appropriate routes;
- a continuation in the role of the area as a major producer of sand and gravel, to 2036 and beyond. The sand and gravel being used largely to supply the construction industry in the delivery of planned growth i.e. houses, employment, schools, roads, and other supporting infrastructure in the Cambridge, and wider Cambridgeshire area. The focus for this development would be the Block Fen / Langwood Fen area, with operations at Bridge Farm and and Somersham closing when current consents are worked;
- the development of Block Fen and Langwood Fen as a strategic resource for the recycling of construction waste and for the disposal of inert waste that cannot be recycled. The latter largely comprising soils and subsoils arising from the planned development in Cambridgeshire;
- an area with its close links to the neighbouring internationally important Ouse Washes being positively strengthened over the Plan period and beyond. Owing to inappropriate water levels and water quality issues the Ouse Washes is currently in 'unfavourable' condition. The restoration of mineral void to high quality wet grassland adjacent to the Washes will provide enhancement habitat for the nationally and internationally important breeding and wintering bird populations currently using the Washes. Potentially this will be of particular value for breeding waders whose habitat might be flooded in the spring, and for some species of wintering duck who find water levels too deep, and flooding too extensive, for feeding purposes. This will be achieved by the disposal of inert waste in containment engineering with soils replaced to bring land back to original levels, and the sustainable use of peat soils to create lowland wet grassland. The new habitat will require active management in the long term, and this will be secured through planning obligations with the land being placed under the control of a suitably experienced and responsible conservation body. The Block Fen / Langwood Fen area will continue to be an important buffer area for the Ouse Washes, with the maintenance of a landscape which has few trees and hedges which could harbour predators;
- an area which will make a growing contribution to the management of water in the Fenland area and which has a key role to play in the delivery of the Environment Agency's Cranbrook / Counter Drain Strategy, which seeks to secure sustainable flood

risk management in this area. This will be achieved through the creation of a number of water storage bodies following mineral extraction. These water storage bodies will be used to store flood water, which would normally be pumped into the Ouse Washes. The water will be stored and used to supply the Middle Level and Sutton and Mepal Internal Drainage Board area with irrigation water, providing a significant water resource to farmers in a catchment area where there is a shortfall of water for summer irrigation of crops. The new flood storage areas will require active management in the long term, and this will be secured through planning obligations with the flood storage areas being under the control of a suitably experienced and responsible body. An assessment will need to be made on whether the storage areas would need to be managed in accordance with the Reservoir Act. If they do, then appropriate guidance would need to be followed:

<https://www.gov.uk/guidance/reservoirs-owner-and-operator-requirements>;

- an area which will become an important recreational resource for this and a wider area, with the new water bodies contributing to formal recreation provision, with informal recreation opportunities associated with the new lowland wet grassland habitat, supported by a local visitor centre. Coupled with the following objective, this will increase access to the countryside, tourism and supplement the local economy; and
- an area with improved local navigation, specifically in relation to the Forty Foot where the provision of a clay wall will result in reduced water seepage out of the drain. Potential for restoration of enhanced navigation in this area will contribute to wider objectives such as those in the Fenland Waterways Link.

Objectives

2.2. The objectives for Block Fen / Langwood Fen area are to:

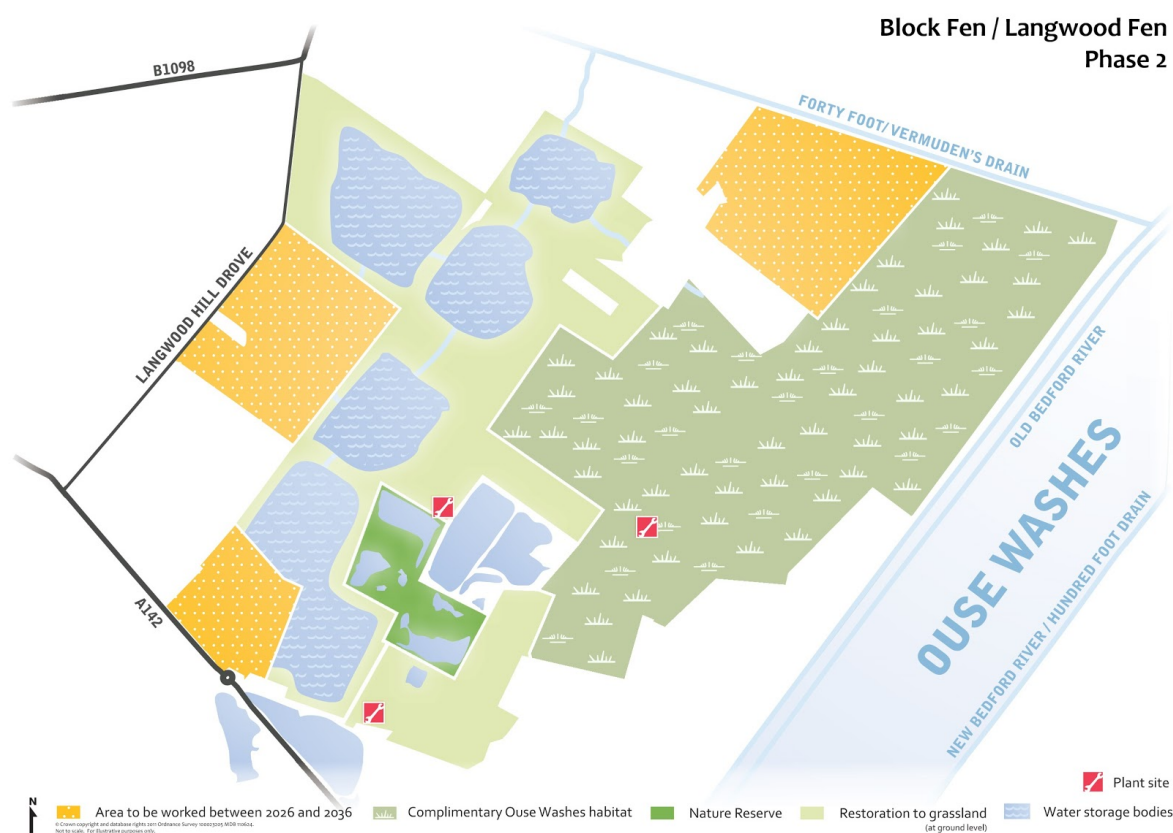
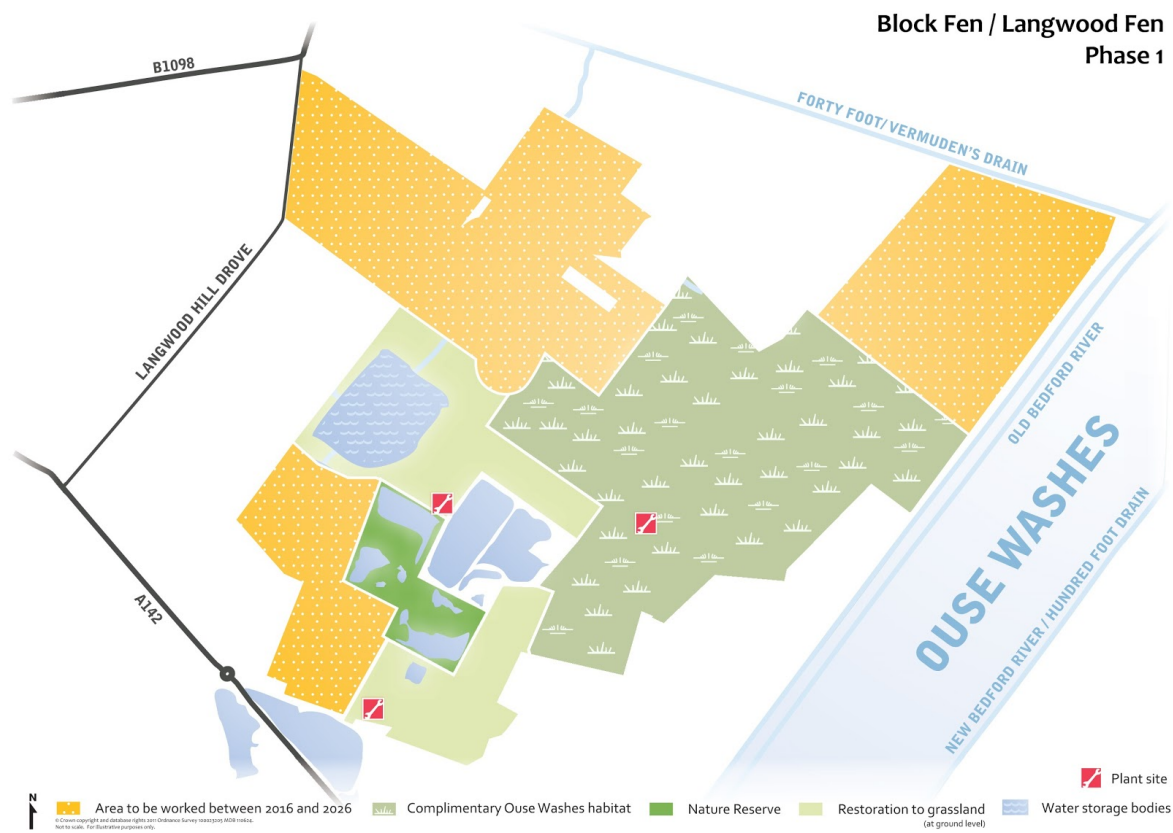
- enable the supply of an average of 1.1 million tonnes of sand and gravel per annum from Block Fen / Langwood Fen from 2016 onwards to 2036, with a reserve of 18.3mt to be worked post 2036;
- establish at least 3 long term construction waste recycling facilities, capable of recycling up to 50%, increasing up to 70%, of construction waste by 2036;
- enable the disposal of a total of around 7 million cubic metres of inert waste over the period to 2036;
- ensure there is no adverse impact to the Ouse Washes through the extraction, landfill and restoration of the Block Fen / Langwood Fen area, through well planned, designed and controlled working and restoration;
- create around 480 hectares of lowland wet grassland providing enhancement habitat to complement the Ouse Washes, using inert waste and peat soils to create the wet grassland;
- provide for the long term management of the enhancement habitat adjacent to the Ouse Washes;

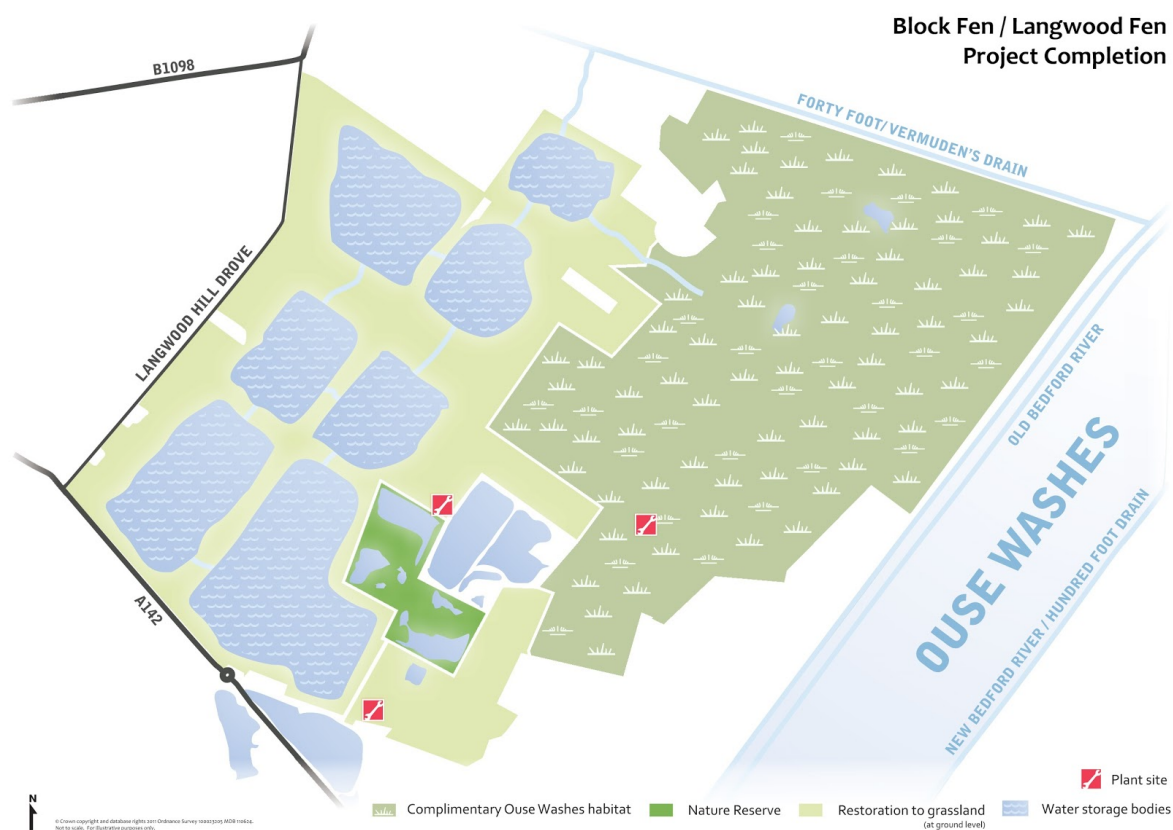
- create flood storage with the capacity of at least 10 million m³ and an ambition to achieve nearer 16.5 million m³ of storage. The higher storage ambition is to mitigate climate change using the latest guidance on climate change allowance;
- use the water storage bodies for water supply, including agricultural irrigation and water to maintain the wet grassland enhancement habitat; and set out a mechanism for the long term management of the water resource created;
- provide for new and enhanced recreational opportunities, including a local visitor centre;
- secure, through the creation of lowland wet grassland and the disposal of inert waste, the 'sealing' with clay of the southern boundary of the Forty Foot, enabling the restoration of navigation;
- secure the sustainable use of soils as a resource for the future; and
- address traffic management in the area i.e. movements associated with the use of land for mineral extraction and waste management, and long term uses such as recreation.

Delivering the Vision

- 2.3. Delivering the proposals of this Master Plan will require the cooperation of a number of parties, ranging from landowners and minerals and waste operators, to the 'responsible bodies' which will take over the long term management of restoration areas such as the new lowland wet grassland and the water storage bodies.
- 2.4. Stakeholders have already shown a high level of co-operation through their participation in the development of this Master Plan, and on a more practical level on the ground, through the joint delivery of the new Block Fen roundabout to serve new quarries.
- 2.5. This Master Plan sets the parameters for the delivery that will be required, and this will be achieved through a variety of more formal means such as the development management system (which determines planning applications), and associated legal agreements which can cover such matters as long term management arrangements and funding, which cannot be addressed through planning conditions.
- 2.6. The vision for the development of the Block Fen / Langwood Fen area over the coming years is shown in the following four indicative maps, with 'snap shots' of the development shown for the different phases of the project. It is currently anticipated that minerals extraction will be completed by around 2057.

Figure 1: Indicative Phasing Plans





3. Phasing and Working of Reserves

The Need for Sand and Gravel

- 3.1. Substantial housing and employment, and supporting development is planned for Cambridgeshire and Peterborough over the coming years. In addition major transport development will be taking place.
- 3.2. All this new development requires raw materials. On average a house requires 60 tonnes of sand and gravel, and one kilometre of new dual carriageway requires 200,000 tonnes of sand and gravel.
- 3.3. When this Master Plan was first written the Government had set out the amount of sand and gravel that must be supplied by the East of England Region. This amount was shared between all the mineral planning authorities in the Region. Cambridgeshire and Peterborough, who prepare their land use plans together, had to provide a minimum of 2.8 million tonnes of sand and gravel each year. To provide some flexibility the Authorities planned on the basis of 3.0 million tonnes per year until 2026. Cumulatively this added up to 60 million tonnes.
- 3.4. In addition Cambridgeshire and Peterborough were faced with a number of 'older' quarries in their area coming to the end of the reserves they were allowed to extract, and closing down. This posed a problem in terms of the loss of production units. It had been estimated that by 2013 there would have been shortfall of 'production capacity' which, if the Plan had not been in place, would have risen to around half a million tonnes per annum by 2016 increasing to 1.8 million tonnes per annum by 2026 and beyond.
- 3.5. In order to meet the forecast shortfall in supply, some new sites, but primarily extensions to existing sites, were identified in this area for the future extraction of sand and gravel in the Minerals and Waste Core Strategy. This new Local Plan continues to identify the need for future extraction of sand and gravel.

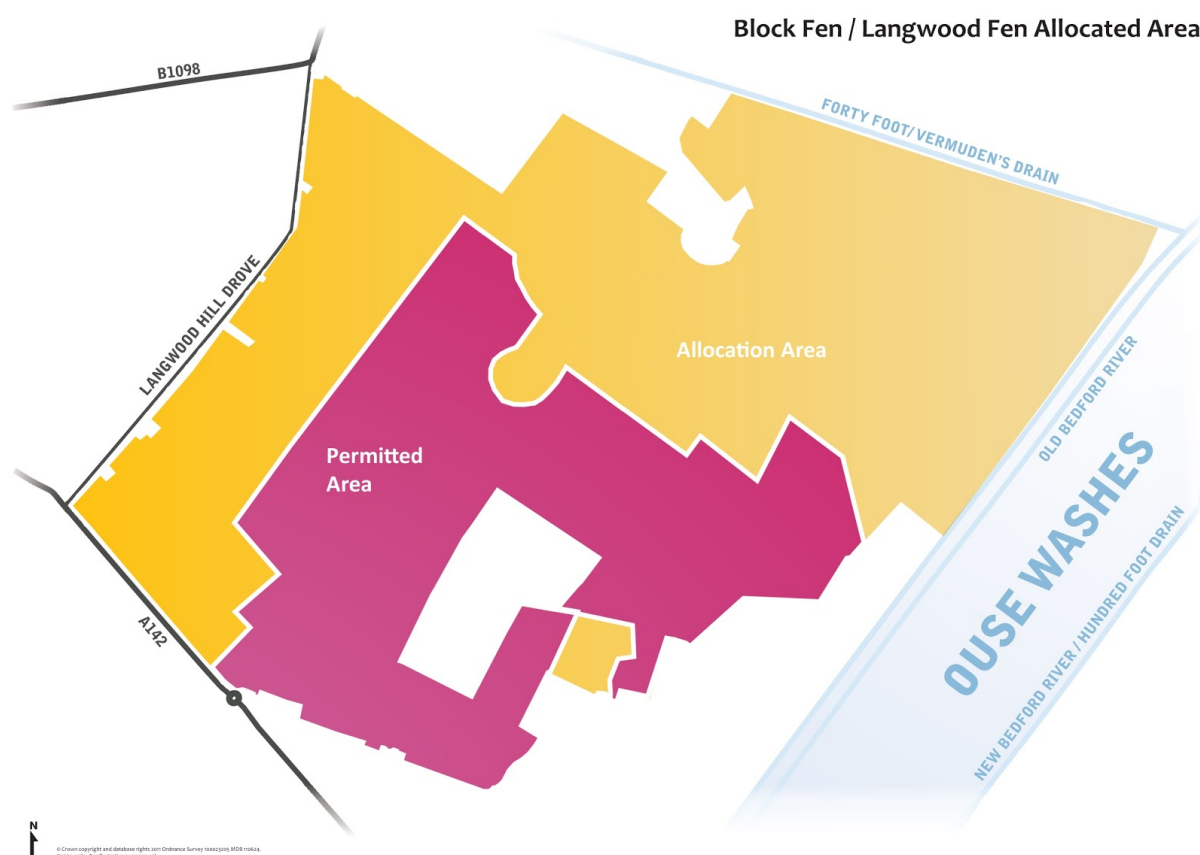
The Location of Sand and Gravel Extraction

- 3.6. Block Fen and Langwood Fen is an area which has significant reserves of sand and gravel. Two quarries are already established and working, and a further quarry will in the short term. In 2009 there was permission to extract around 20 million tonnes of sand and gravel from this area.
- 3.7. Previous proposals required the area to be restored to an agricultural after use, to existing ground level following infilling, or to a lower level with secure arrangements for the pumping of surface water from sumps.
- 3.8. The previous Cambridgeshire and Peterborough Minerals and Waste Core Strategy identified that the Block Fen / Langwood Fen area should be extended further to provide a strategic long term resource for the extraction of sand and gravel. The Core Strategy therefore allocated a further area of around 856 ha, with estimated reserves of 24 million tonnes. The

Core Strategy also set a revised framework for restoring the area. The previous Core Strategy allocation, and its restoration principles, has been retained in this Minerals and Waste Local Plan.

- 3.9. The map below (Figure 2) shows indicatively the areas of existing quarries, and the areas which are being allocated. In practice a buffer (within which mineral extraction will not take place) will be required from the edge of the Ouse Washes, Forty Foot, and A142 to support such engineering structures. This will be in the order of 150 metres from the toe of the bank.
- 3.10. In addition there are known archaeological interests in the allocated area, including ring ditch remains of Bronze Age burial mounds, remains of an Iron Age settlement, and undated crop marks of probable prehistoric origin. Full archaeological evaluations will be required to accompany any planning application. The most important area of archeological interest is on the western edge of the site, adjacent Langwood Fen Drove. The results of the archaeological investigations will determine what mitigation measures may be required and if the detailed extraction area needs to be modified.

Figure 2: Block Fen / Langwood Fen Allocation Areas



Phasing and Working of Reserves

- 3.11. In order to help provide the required supply of sand and gravel, the Block Fen / Langwood Fen area needs to produce an annual average of 1.1 million tonnes of sand and gravel from 2016 to 2036 with a remaining reserve of 18.3 mt to be worked post 2036.
- 3.12. The allocation that was made by the Minerals and Waste Plan Core Strategy and has been retained in this Minerals and Waste Local Plan has been shaped by a number of considerations, including the unique proposed after uses. This comprehensive approach has led to a significant area being allocated, one which will help to provide for our sand and gravel needs to 2036 and beyond.
- 3.13. The extraction of this sand and gravel must be managed carefully so as to husband this important resource. This will be achieved through 'phasing' i.e. the planned gradual working of reserves. Phasing will ensure that material is not released unnecessarily, but that there is a continuous supply to meet our needs, whilst securing the progressive restoration of the worked out areas. The total reserve for the new allocations in the Block Fen / Langwood Fen area is estimated at just over 21.4 million tonnes.
- 3.14. It is acknowledged that allocations of this magnitude are not common, particularly where a substantial amount of the provision is being made for the post plan period. This situation has come about through recognition of the unique contribution that quarry restoration in this area can make i.e. in the creation of enhancement habitat for the Ouse Washes and more sustainable flood risk management for the Cranbrook / Counter Drain catchment. Together these can play a significant role in enhancing the Ouse Washes SSSI as is required of the County Council under duties in the Countryside and Rights of Way Act 2000 and delivery of the Environment Agency's adopted Cranbrook / Counter Drain Strategy. In order to deliver these important wider objectives a comprehensive and long term approach has to be taken.
- 3.15. It is also necessary to provide the minerals industry and land owners with a clear long term strategy, with greater certainty regarding the development of the area, especially given the need to change the agreed restoration proposals of existing quarries.
- 3.16. The reserves in the Block Fen / Langwood Fen area are known to be of good quality, and in terms of depth vary from around 4 metres in the eastern side of the site, to around 8 metres in the west. This fits in well with restoration proposals where the deeper void created by extraction in western side of the site will be used for water storage, and the shallower eastern area will be used for the creation of extensive lowland wet grassland habitat to complement the Ouse Washes.
- 3.17. In order to help to control the release of the sand and gravel three 'production areas' have been defined, each with a production unit. These in part reflect the location of the existing quarry operations, but also have had regard to the following:
 - three production units / production areas are sufficient to meet the forecast need for sand and gravel from the Earith / Mepal area;
 - the need to consider the deliverability of proposals by taking into account known land ownership and land options;

- that all access must be taken from the existing Block Fen roundabout; and
- the need to reconsider and change existing restoration proposals in the context of the wider proposals of the Minerals and Waste Local Plan.

3.18. The map (Figure 3) below shows the two Production Areas, which are based on the final restoration of flood water storage and lowland wet grassland respectively. A breakdown for the working of the current and allocated reserves is set out in the table below:

	Working of reserves from 2016 to 2036	Working of reserves post 2036
Permitted reserves	13.9mt	2.9mt
Allocated	7.5mt	15.4mt
Total	21.4mt	18.3mt

Table 1: Phasing for Working of Reserves (Million of Tonnes)

- 3.19. The working of each production area must reflect the phasing shown in Figure 1 for the working of reserves. Planning applications must provide a detailed phasing diagram showing how the mineral will be worked and how the site will be progressively restored to the planned after uses. Block Fen / Langwood Fen acts as a buffer for the Ouse Washes because it supports very few potential predators which may harm ground nesting birds, any phasing and restoration proposals will need to recognise this and ensure that the role of the area in this respect is not compromised.
- 3.20. The forecast production capacity of these areas confirms that the Block Fen / Langwood Fen area will be producing an average of around 1.1 million tonnes per annum from 2011 to 2036.

Hydrogeology

- 3.21. When the site is worked dewatering is likely to be necessary during the extraction phase, and construction of the inert landfill. When dewatering is licenced, and an application for a dewatering licence will be required, this will need to demonstrate that there are minimal off-site impacts to other water users and the environment, or that these impacts are mitigated.
- 3.22. As part of the site restoration a large impermeable barrier to flow will be created in the aquifer (associated with the water storage bodies and the creation of new enhancement habitat). Groundwater monitoring should be undertaken by the mineral operator prior to development to characterise the existing flow pattern within the aquifer. Once this is established, full details should be given of the measures which will be put in place to minimise long-term changes in groundwater flow patterns. Ditches in hydraulic continuity with the groundwater in the sand and gravel aquifer are likely to be one of the main mitigation measures, but a full description of how these will function will be needed.

Figure 3: Block Fen / Langwood Fen Production Areas



4. Waste Recycling and Disposal

The Need for Waste Recycling and Disposal

- 4.1. Over the coming years the construction of new housing and other development is going to give rise to a significant amount of material such as soils, sub soils, bricks, concrete, and other construction and demolition waste. These materials are often called 'inert' materials, which mean that they do not readily decompose or rot when disposed of. Although they are called 'waste' because they are not needed at the place where the development is taking place, these materials are actually a valuable resource which needs to be managed in a sustainable way.
- 4.2. It is possible to recycle construction and demolition materials by separating, crushing, grading and sometimes washing them, so they can be re-used for new construction purposes. There are also opportunities to blend materials to meet specific requirements. This reduces the amount of virgin sand and gravel and other materials that are required, helping to conserve a valuable resource.
- 4.3. In Cambridgeshire and Peterborough it has been forecast that just over 34 million tonnes of construction, demolition and excavation (CD&E) waste will need to be managed over the plan period (between 2016 and 2036). Targets for CD&E waste (excluding EWC170504) include recovery of 90% and a maximum of 10% disposal to landfill by 2030. Forecast arisings and management methods for CD&E waste up to 2036 are set out in the table below.

Table 2: CD&E waste forecast by management method up to 2036 (million tonnes)

		2017	2021	2026	2031	2036
Total CD&E waste arisings		1.649	1.649	1.647	1.641	1.637
Preparing for reuse and recycling	Materials recycling	0.177	0.175	0.181	0.184	0.184
	Compost	0.039	0.028	0.029	0.030	0.029
	Inert recycling	0.075	0.054	0.055	0.056	0.056
Other recovery	Soil treatment	0.112	0.095	0.097	0.099	0.099
	Inert recovery*	0.715	0.755	0.758	0.759	0.757
Total recovery		1.118	1.106	1.120	1.128	1.126

Disposal (landfill)	Inert	0.262	0.176	0.175	0.174	0.174
	Non-hazardous (including SNRHW)	0.268	0.365	0.350	0.337	0.337
	<i>Non-hazardous</i>	<i>0.247</i>	<i>0.350</i>	<i>0.338</i>	<i>0.327</i>	<i>0.326</i>
	<i>Non-hazardous (SNRHW)</i>	<i>0.022</i>	<i>0.015</i>	<i>0.013</i>	<i>0.010</i>	<i>0.010</i>

* *Inert recovery includes beneficial deposit of inert waste to land associated with the restoration of mineral extraction sites with extant permission.*

- 4.4. The remaining CD&E waste that is not recycled for aggregate or other uses, will primarily be used for quarry restoration proposals or disposal to inert landfill sites. It has been calculated that in order to accommodate this material, provision will need to be made for 19.917million tonnes of inert recovery and landfill voidspace across the Plan area between 2016 and 2036. The Block Fen/Langwood Fen Master Plan area will need CD&E waste to facilitate delivery of the identified restoration outcomes. It is estimated that the sites allocated in the Plan that form part of the Block Fen/Langwood Fen area could accommodate 7 million cubic metres (around 12 million tonnes) of inert fill until the end of 2036. Some of the material sent to recycling facilities will turn out not to be inert material (less than 12%), this will require other forms of treatment or disposal to non-hazardous landfill sites.
- 4.5. In order to achieve our recycling rates we need more recycling facilities. Inert recycling facilities are often located at quarries and landfill sites because they can normally be accommodated without detriment to the environment or local communities. In addition there are opportunities to build upon synergies between the different activities on site e.g. landfill sites offer a place to dispose of the materials that cannot be recycled, virgin and recycled materials can be blended as necessary, and traffic movements can be reduced by 'backloading' lorries, so they bring in one type of material and take out another.
- 4.6. The need for places to dispose of the inert waste that cannot be recycled is also pressing. There is already a shortage of sites and the situation has been made tighter as a result of changes to national policy, which now requires landfill sites to be in areas where there is no risk of prejudicing any underground water resources i.e. aquifers. Aquifers providing drinking water cover extensive areas of land in South Cambridgeshire and thus landfill sites will be harder to find in the future. Areas having underlying clay are likely to be more favourable locations for landfill disposal sites.

The Location and Level of Inert Recycling

- 4.7. Mineral extraction areas will contribute to inert waste recycling by incorporating a facility for this purpose. Capacity to recycle around 240,000 tonnes per year will be created. The life of the inert recycling facilities will be limited to the life of the mineral operation and the associated restoration proposals.

The Location and Level of Waste Disposal

- 4.8. The amount of space that will be created for the disposal of construction waste (principally inert waste) is linked to the location and depth of the sand and gravel extraction that will take place in the sub areas, and the restoration proposals to return the land to new lowland wet grassland adjacent to the Ouse Washes, or to agricultural grassland around the water storage areas. The lowland wet grassland and the agricultural grassland surrounding the water storage bodies will be restored to ground level using construction waste.
- 4.9. The methodology for the creation of new lowland wet grassland uses inert materials to fill the void created by mineral extraction, and to return it back to its previous level (see [Section 5. Enhancement Habitat](#)).
- 4.10. In total around 480 hectares of land will be returned to lowland wet grassland and land around the water storage bodies will be returned to ground level, both creating capacity for the disposal of construction waste. It is estimated that around 13 million cubic metres of void will be created. This will make a significant contribution to addressing the need outlined above.

Phasing	2016 to 2036	Post 2036	Total
Waste Disposal Capacity	7 million m3 of voidspace	6.3 million m3 voidspace	13.3 million m3 of voidspace

Table 3. Provision for disposal of construction waste

5. Enhancement Habitat

Enhancement Habitat for the Ouse Washes

- 5.1. The Block Fen / Langwood Fen area lies immediately adjacent to the Ouse Washes. The nature conservation importance of this extensive area of seasonally flooded washland and wet grassland has been recognised by national (SSSI), European (SPA and SAC), and international (Ramsar site) protective designations.
- 5.2. The Washes plays host to important populations of breeding and wintering birds, including nationally important numbers of the Western European / West African breeding population of black-tailed godwit along with other breeding wader species such as snipe and redshank. Since the 1970's there has been a deterioration in the quality and quantity of wet grassland habitat, mirrored by declines in numbers of breeding waders and some winter duck species such as wigeon. This deterioration has been largely attributed to an increase in the frequency of spring and summer flooding events along with increased depth and duration of floods, although nutrient enrichment from the water entering the site is also a contributory factor. The site is therefore in an 'Unfavourable' condition and has been entered on the Montreux Record as a 'failing' Ramsar.



Left: Black Tailed Godwit (Courtesy of RSPB); Right: Lapwing (Courtesy of RSPB)

- 5.3. Through European legislation, the UK Government has a responsibility to address the deterioration on the Ouse Washes. As a result, it set up the Ouse Washes Steering Group comprising members from Defra, Natural England (then English Nature), the Environment Agency, and the RSPB to consider solutions to address the problems. Such solutions included considerations of water quality, improving drainage of water exiting the Washes and the option of creating replacement habitat off-site.
- 5.4. As a result, the Ouse Washes Habitat Replacement Project was born and is led by the Environment Agency. The aim of the Project was to create 1008 hectares of high quality lowland wet grassland near to the Ouse Washes by 2014.
- 5.5. Whilst the habitat creation at Block Fen / Langwood Fen lies outside the timescales for the Ouse Washes Habitat Creation project, the creation of lowland wet grassland in this vicinity will be directly linked to the special interests of the Ouse Washes and will complement the

habitat created by this scheme, and vice versa. In particular the creation of new wet grassland habitat following mineral extraction will provide alternative suitable habitat for breeding ground nesting waders and wintering wigeon to use when water levels are too deep or flooding too extensive on the Ouse Washes.

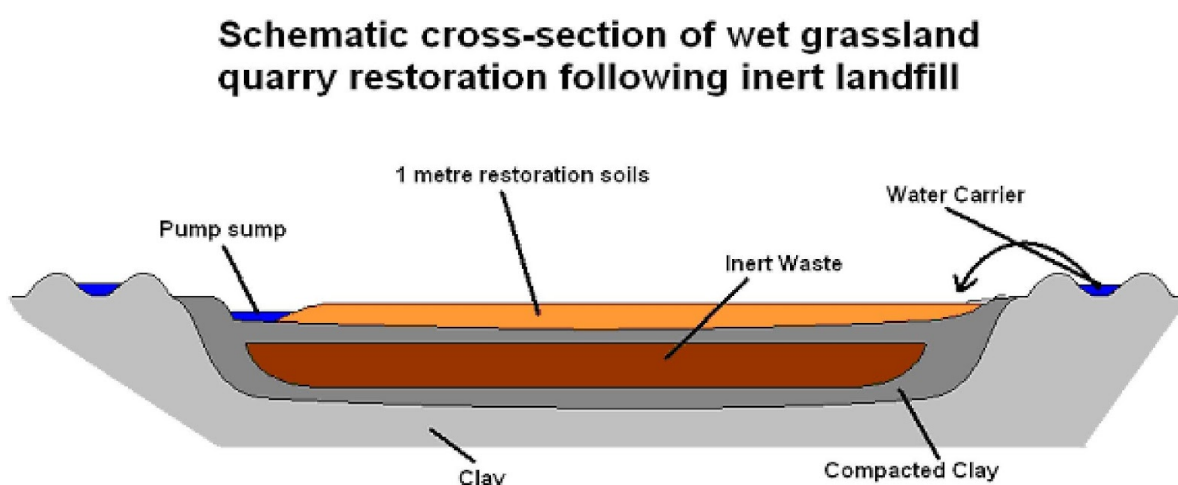
- 5.6. In order for any new enhancement habitat to be successful in attracting the species of birds which would normally nest on the Ouse Washes, it needs to be as close as possible, and ideally be immediately adjacent to the Ouse Washes. This requirement limits the geographical area that could potentially host new lowland wet grassland, and helps to make the Block Fen / Langwood Fen area a prime location.
- 5.7. At a national level broad targets are included within the [Government's Biodiversity 2020: A strategy for England's wildlife and ecosystem services](#). These filter down to County level and the local Biodiversity Action Plan, which details targets and actions for more specific wetland habitats such as lowland wet grassland.
- 5.8. Mineral and waste planning authorities including Cambridgeshire and Peterborough also have obligations to further the conservation and enhancement of national Sites of Special Scientific Interest, which includes the Ouse Washes.
- 5.9. Over the longer term, the storage water bodies may have the potential to address some of the water level problems on the Washes by storing water that would otherwise be pumped into the Ouse Washes. The creation of lowland wet grassland habitat in this vicinity will undoubtedly be of enhancement value to the Ouse Washes and is directly linked to the special interest features of the site. It will contribute significantly to other regional and local targets, including regional and local Biodiversity Action Plan targets. It will also complement the development of the Great Ouse Wetland which recognises that within a mix of ownerships, a major wetland complex extending over 2000 hectares and 22 miles alongside the Great Ouse already exists. Additional land will provide new access and promotional opportunities.

The Location of the Enhancement Habitat

- 5.10. As already noted any enhancement habitat must be located close to, and ideally immediately adjacent, to the Ouse Washes. When the creation of such habitat is being delivered through sand and gravel extraction its possible location is also influenced by the distribution of sand and gravel reserves. Fortunately in the Block Fen / Langwood Fen area economic sand and gravel reserves abut the Ouse Washes, which means the site offers a perfect location for the creation of new lowland wet grassland. The Block Fen / Langwood Fen site is also directly opposite Coveney which is a priority area for the Environment Agency's Habitat Creation Project. If both these areas were to be developed, they would complement each other and provide significant added value through the increased area of contiguous wetland.
- 5.11. The area where wet grassland will be created following mineral extraction is shown on Figure 1 Indicative Phasing in section [2. The Vision](#). This totals around 480 hectares in the east and north east sector of the Block Fen / Langwood Fen area.

Methodology for Creating Enhancement Habitat

- 5.12. A methodology for the creation of lowland wet grassland has been drawn up and is set out in [Annex 2](#). However, in brief, following the extraction of the sand and gravel the base and sides of the void will be lined with compacted clay to an agreed specification, and filled with inert waste which will raise the land towards to its previous level. The inert waste will then be sealed in also using compacted clay. A 'cell' containing the waste will thus be formed. Subsoils will be placed on top of this cell, with peat forming the top layer to return to original contours. These soils will support the lowland wet grassland which will be created, and the water levels will be controlled by water carrying channels at the edge of the cell and a sump. This will enable the environment to be controlled and the grassland to be wetted and drained as required. A schematic cross section of a wet grassland area is provided Figure 4 Schematic cross-section of wet grassland quarry restoration following inert landfill, shown below:



- 5.13. As mineral extraction is taking place over a long period of time the extraction of sand and gravel and the creation of lowland wet grassland will be done on a phased basis. There will therefore be a number of wet grassland cells created. Any planning application will be required to set out details of phasing and the location and extent of cells and arrangements for water supply and removal. Given the amount of inert waste that is arising in the future, and the difficulty of finding suitable places for its disposal, the formation of the lowland wet grassland is unlikely to be limited by the availability of the fill material.
- 5.14. The habitat that will be created will require careful management in terms of the flows and availability of water. The waders for which the wet grassland will be created feed on invertebrates below the soil surface by probing the soil which needs to be kept moist through the spring until early June. High water tables also increase the number of invertebrates near the soil surface.
- 5.15. The wet grassland features, which are made up of surface scrapes, foot drains and furrows will therefore need a supply of water to replenish them during the winter period, so optimum water levels can be reached by the end of March or earlier if required. Water levels

will then need to be maintained in these ground features during the early part of the breeding season, and allowed to fall towards the end of the season.

- 5.16. In order to achieve the particular conditions needed by the lowland wet grassland and its birds, a dedicated water supply will be required so the water environment can be managed. This water will be provided by two existing irrigation reservoirs in the Block Fen area, and supplemented if required by water from the larger water storage bodies that will be formed elsewhere on the site (see Figure 1). This will need to be reflected in the restoration proposals. It is estimated that the supplementary water needs of the wet grassland are between 590,000 m³ in an average year, and the site will need to have the capacity to deliver up to 810,000 m³ in a drier year. These figures will also need to take account of climate change predictions.
- 5.17. The methodology for the grassland cells also includes the creation of sumps for pumping water off the grassland area should this be necessary.

Block Fen Pilot Project

- 5.18. A trial restoration has been undertaken following an agreed methodology, creating about 10 hectares of lowland wet grassland. Whilst this area is too small to attract significant populations of nesting bird populations, it provided a valuable opportunity to inform the methodology in terms of its design, implementation (including hydrological characteristics), and management needs of the habitat.
- 5.19. Following gravel extraction, inert fill and clay capping, the stockpiled subsoil and topsoils were placed to bring the finished site level back to the original field level. A specialist grass seed mix suitable for wet grassland habitat was sown, with good germination being achieved. Specialist machinery created "Dutch polder style surface furrows" along with a shallow pool scrape. Water control infrastructure has been installed along with dipwells, to monitor water levels. Lessons have been learned, all of which can be implemented on the next phase of works, these include using more accurate methods to level soils and minimising compaction of the subsoil. The vegetation structure is developing and grazing has been introduced, and invertebrate populations are being monitored and will develop as the wetland becomes established. The early conclusions are encouraging and show that conditions suitable for breeding wading birds are being created.

Long Term Management of the Enhancement Habitat

- 5.20. The creation of the new substantial area of lowland wet grassland is a vital part of the Block Fen / Langwood Fen vision, and one which acts on the excellent opportunity to provide enhancement opportunities for the special interest features of the Ouse Washes, which will supplement other work being undertaken by the Environment Agency and others. Over the long term, it may play a part in achieving and maintaining favourable condition on the Washes. Securing appropriate long term management of the area by a competent body is critical, and will form an essential part of planning obligations associated with any grant of planning permission.



Above: Ouse Washes (Courtesy of RSPB)

- 5.21. The lowland wet grassland will therefore be passed to an appropriate body with experience of managing such special grassland, and this body will take over the long term management and regular monitoring of the land. Given that the extraction of sand and gravel in this part of the site and its restoration to lowland wet grassland will not be complete until around 2048, this will be done on a phased basis.
- 5.22. The details of this arrangement will be secured through a legal agreement between the relevant parties involved, including the mineral and waste operators, land owners, and relevant competent bodies (drainage and nature conservation). This agreement must be in place before any planning permission will be granted.

6. Water Storage

The Need for Irrigation Water

- 6.1. The Block Fen / Langwood Fen area lies in the 'Middle Level' area which extends to around 70,000 hectares, much of which lies below sea level. The area is largely fenland, and being reclaimed land has a long history of being artificially controlled through man made drainage schemes. The most extensive of which is the Old and New Bedford Rivers between Earith and Denver, constructed by the Dutch engineer Cornelius Vermuyden.
- 6.2. The Middle Level Commissioners are now responsible for land drainage in the area which lies between the River Nene to the north west and the Great Ouse (Old Bedford River) to the east, and which is bounded by low clay hills to the south and west and by the marine silts of

Marshland to the north. The area is divided into 39 Internal Drainage Districts and is served by a large number of pumping stations.

- 6.3. With the area having some of the highest quality soils in the Country, the main use of land is for agricultural purposes. The Fens produce a wide range of flowers, fruit and vegetables, including potatoes, carrots, sugar beet and salad vegetables.
- 6.4. National planning policy promotes adaptation to climate change and the management of flood risk. Part of this involves the sustainable use of water resources including the development of winter water storage schemes. These schemes involve water being caught and stored in the winter, and used in the summer as spray irrigation water. The advantage of such a water supply is two fold. Firstly it enables the continued production of good quality crops, and secondly it helps to prevent the erosion of the peaty soils by keeping them moist and stopping them from becoming dried out and being 'blown away' by the wind.
- 6.5. The use of water for irrigation purposes is regulated by the Environment Agency through abstraction licenses, these allow farmers to use a certain amount of water for irrigation purposes. The peak period of demand for water extends from around mid June and through July, which often coincides with 'drought' conditions. In the Middle Level area licenses are in place, which allow the abstraction of water. If available licenses permit up to 140,000 m3 of water per day can enter the Middle Level area from the River Nene at Stanground.
- 6.6. However, there are also times during the summer when, despite abstraction licenses and other measure being in place, abstraction of water is restricted e.g. to night time, or 4 days a week, and there is a shortfall of available water for agricultural irrigation purposes.

The Need for Flood Water Storage

- 6.7. In addition to the irrigation needs off site, there will also be a need for water to maintain the wet grassland enhancement habitat that will be created (see Section 5). This should be the priority, and when required water should be drawn from the water storage areas.
- 6.8. Climate change is increasing river flows and giving rise to the potential for more frequent flooding. Water storage areas are vitally important as they offer the capacity to hold floodwater and release it when river levels have dropped. However, where circumstances allow the water can also be used for other purposes including water supply for summer irrigation.
- 6.9. The Environment Agency in their approved Cranbrook Drain / Counter Drain (Welches Dam) Strategy Study, has considered the long term management of the Cranbrook / Counter Drain catchment, which is an area lying west of the Counter Drain. As part of this review they have suggested that their preferred option is the creation of flood storage capacity through one or more water bodies. These would store flood water which would otherwise be pumped into the Ouse Washes, thereby helping to secure a more sustainable way to manage flood risk.
- 6.10. The creation of water storage bodies could also provide a significant contribution in finding a solution to addressing the future of the Welches Dam pumping station which is in need of replacement in the future.
- 6.11. To manage the risk of flooding and mitigate climate change the Environment Agency is looking to maintain a flood risk of 1 in 25 years, so is looking for water storage to

accommodate 16.5 million m³. The Block Fen / Langwood Fen area could contribute significantly to this scheme. Water from the Counter Drain could be transferred into the reservoirs either via the Forty Foot or by a parallel channel. If water transfer was to be achieved via the Forty Foot these leakage control measures would be required which could be addressed through quarry engineering.

The Location and Creation of Water Storage Bodies

- 6.12. The location of the water body is important. Having a large expanse of water too close to the Ouse Washes will attract predatory birds such as Herring and Lesser Black-backed gulls, which will eat the eggs and chicks of the ground nesting birds that breed on the Ouse Washes. Yet too far away and the costs and feasibility of removing flood water from the Counter Drain become impractical. Equally the water storage body needs to be well placed to capture winter water for irrigation and to feed it into the wider carrier drainage system for farmers to use in the summer.
- 6.13. The extraction of sand and gravel in the Block Fen / Langwood Fen area will create voidspace which offers the opportunity for the creation of water storage bodies. The deepest sand and gravel on the site lies in the western side, reaching a depth of around 8 metres. The sand and gravel is underlain by stiff blue clay, which provides a suitable material for lining the void and 'sealing' the new water bodies from the hydrology of the surrounding area.
- 6.14. Fortunately the western side of the site also meets the criteria for a good location for the water bodies:
- it is far enough away from the ground nesting birds on the Ouse Washes;
 - it is close enough to enable water transfer from the Counter Drain to the water storage body during times of unseasonal flooding;
 - it is well placed to intercept water which would normally enter the Counter Drain via the Mepal Pumping Station, and close to the Horseway Lock on the Forty Foot so water can be transferred into the Middle Level at its highest point, enabling it to supply the whole catchment area with irrigation water; and
 - it is well placed to manage the interface between the water bodies and the new lowland wet grassland habitat
- 6.15. The amount of water storage space that will be created is influenced by the form and number of the lakes that will be created. It is possible to form one very large water body, but whilst this may provide more storage capacity in the long term it also poses problems in terms of delivery, as different landowners and mineral operators are involved, and they will be extracting over different timescales. Equally in terms of design a large water body may be more prone to wave erosion and will require additional maintenance. Having this in mind the water storage will be provided by a number of smaller lakes. Whilst these may appear to be separate, these will be engineered so they are hydrologically linked, enabling water storage to undertaken in a strategic way.
- 6.16. It is proposed that six or more smaller water bodies will be formed, with the aim of achieving a minimum of 10 million m³, but ideally 16.5 million m³ of water storage capacity. These water bodies will be created in a phased way, corresponding to the timing for mineral

extraction, with progressive restoration taking place. This should give rise, as a minimum to the following capacity:

	2016-2036	Post 2036	Project completion
Cumulative water storage capacity million m3	5.5m m3	4.5m m3	10.0m m3

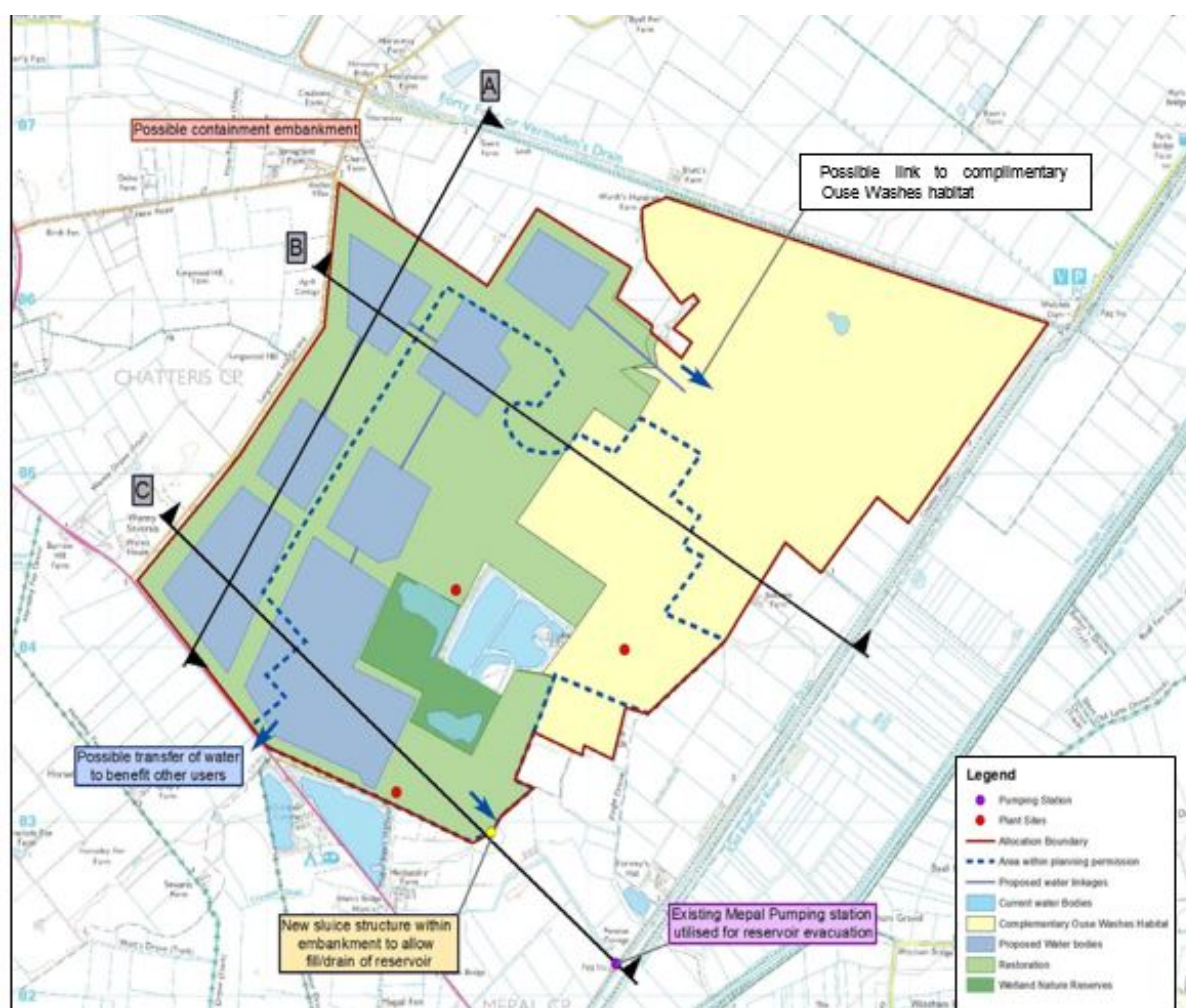
Table 4: Creation of Water Storage / Supply Capacity

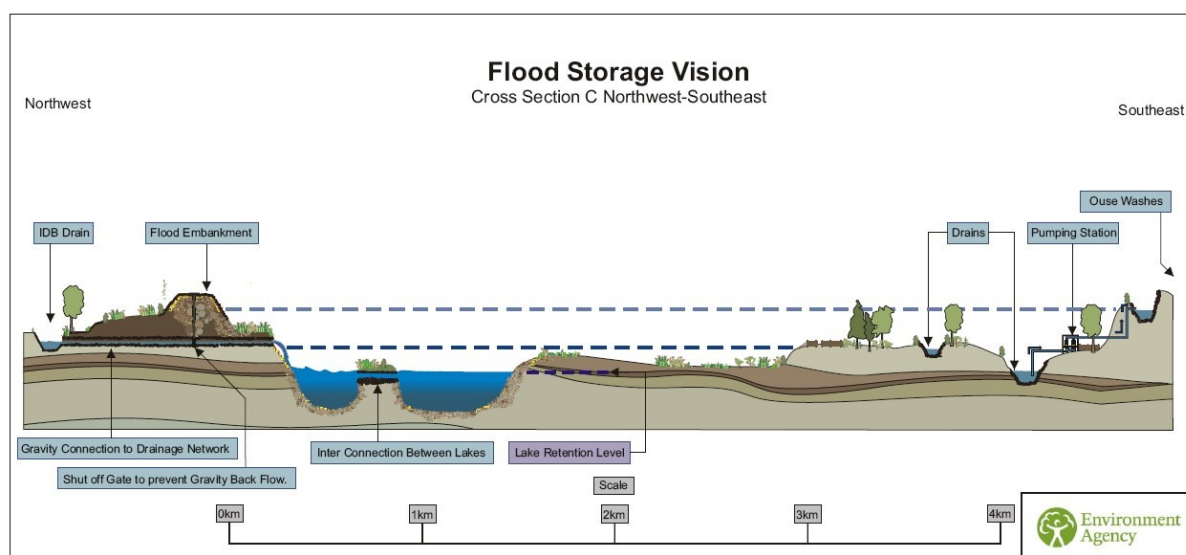
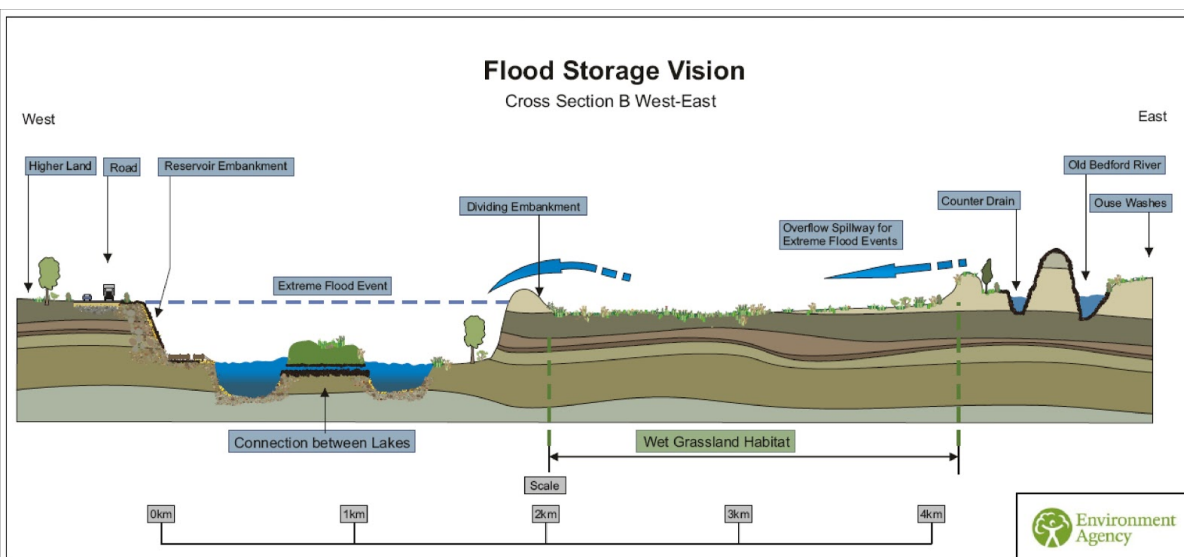
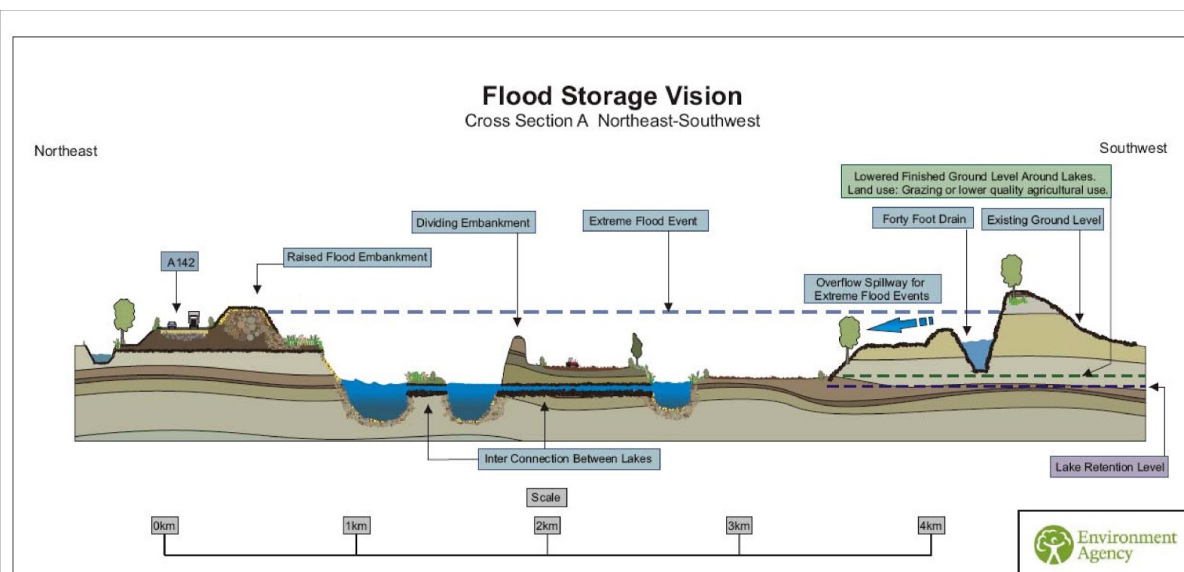
- 6.17. The above table reflects the total minimum capacity of the water storage bodies, but to safeguard the engineering some water will need to be kept in them at all times, and there will be a 'rest level'. If there is a rest level of between 0.5 to 1.0 metres, the volume available for storing external water is between 6 million m3 in an average year, increasing to 7 million m3 in a dry year.
- 6.18. The water that would be transferred to the water storage bodies would largely be from the Counter Drain. However, the water storage bodies could also intercept and capture some of the water that which would normally go to the Mepal Pumping Station, and then into the Counter Drain system. The records of the Mepal Pumping Station show that it would normally pump around 7.5 million m3 in a wet year, and around 5.5 million m3 in a drier year. Intercepting water before it reaches the pumping station would reduce pumping requirements, and associated costs.
- 6.19. In addition water would be captured by the water storage bodies through direct rainfall and any excess water coming from natural habitats. This could be in the order of between 1 and 2 million m3 per year.
- 6.20. After taking into account the water requirements of the natural habitats that will be on site, it is estimated that the water storage bodies could supply around 6.25 million m3 of water to the external area in a dry year, and 6.75 million m3 in an average year. This would make a significant contribution towards meeting the irrigation needs in the immediate and wider area, and can reduce the amount of water that enters the Ouse Washes system when they have capacity to accommodate it.
- 6.21. An alternative to the current proposed land restoration plans, which has potential to be a more sustainable restoration approach to Flood Risk Management within the Counter Drain system should also be considered.
- 6.22. The alternative approach would be to return finished ground levels following extraction to match the lowest areas of the adjacent IDB district. The purpose of this final restoration level is to link the drainage of the flood storage area to the IDB drainage network to reduce, or if possible eliminate, the requirement for pumping systems to maintain suitable drainage conditions for continued afteruse and for evacuating stored flood waters. Linking groundwater levels within the storage area with the surrounding IDB system may also reduce or eliminate the requirement for clay lining, or other similar impermeable barrier, of the storage area.
- 6.23. The Environment Agency would also seek to include a number of lakes within the restoration of the site. These lakes would again be maintained in continuity with the IDB system to provide a storage volume for flood events. The purpose of this would be to contain more

frequent flood events, for example 1 in 5 year to 1 in 10 year flood return periods, within the lakes. For the less frequent events there would be some over topping of the lakes within a defined and contained area. However, owing to the infrequency of these events it is expected that the remaining land can have other uses i.e. complementary grassland.

- 6.24. During the larger, less frequent events there may be a requirement for containment embankments to provide the additional storage above existing ground level.
- 6.25. The details included in Figure 5 show the Environment Agency's flood storage concept, including a series of schematic cross sections to provide an overview on how the flood storage area might look.

Figure 4: Environment Agency's Flood Water Storage Concept and Schematic Cross Section





- 6.26. A detailed study is to be undertaken by the appropriate bodies to help determine the most suitable option for flood management and to set operating rules for the flood storage area. The design and operating rules will consider how to optimise flood storage whilst minimising adverse impacts to others.
- 6.27. As each storage area will potentially be a Large Raised Reservoir as defined under the Reservoir Act, legal guidance on how to register, appoint a panel engineer, produce a flood plan and report an incident should be followed <https://www.gov.uk/guidance/reservoirs-owner-and-operator-requirements>. In particular, a construction panel engineer should be appointed to oversee the project at the earliest opportunity (at least by the start of the design stage) in order to ensure compliance with the Reservoir Act. Further guidance can be obtained by emailing the Environment Agency reservoir safety team reservoirs@environment-agency.gov.uk, or by post: Reservoir Safety Team, Environment Agency, Manley House, Kestrel Way, Exeter, Devon, EX2 7LQ.

Landscaping

- 6.28. The form of the landscaping for the margins of the water storage areas is important. The margins of the lakes will fall within the buffer area of the lowland wet grassland and therefore must be complementary in its nature. The long term management regime must be appropriate, and should preferably be dry grazed grassland.
- 6.29. The land must also retain its open character, with minimal trees and hedges. Such features can host predators such as corvids and foxes which would eat the ground nesting birds (and their eggs) occupying both the Ouse Washes, and the newly created lowland wet grassland.
- 6.30. Managing the area in the way set out above will preserve the existing open landscape character of the Fens, and will increase the ecological value of the new lowland wet grassland.

Long Term Management of the Water Storage Bodies

- 6.31. Securing appropriate long term management of the water bodies and their margins by one or more competent bodies is critical, and this will form an essential part of planning obligations associated with any grant of planning permission.
- 6.32. The long term management and monitoring of this area will therefore be passed to appropriate bodies with experience of managing the storage and supply of water, and specialised habitat. Given that it will take over forty years to complete the extraction of sand and gravel in this part of the site and to complete restoration to these uses, this will be done on a phased basis.
- 6.33. A competent body will be identified to maintain and manage the site in accordance with the design and operating rules. As each storage area will potentially be a Large Raised Reservoir as defined under the Reservoir Act, each individual reservoir may need to be registered before construction and may need a legal operator in perpetuity. These operators would be legally responsible for operating and maintaining the reservoirs under the Reservoirs Act and would need to appoint a registered panel engineer at all stages in the design, construction and operation of the reservoirs. As noted previously, the following website provides guidance on the Reservoir Act: <https://www.gov.uk/guidance/reservoirs-owner-and-operator-requirements>. Alternatively,

contact the Environment Agency reservoir safety team by email: reservoirs@environment-agency.gov.uk, or by post: Reservoir Safety Team, Environment Agency, Manley House, Kestrel Way, Exeter, Devon, EX2 7LQ for further guidance.

- 6.34. As already noted above, the details of any arrangements will be secured through a legal agreements between the relevant parties involved, including the Environment Agency, Internal Drainage Board, mineral and waste operators, landowners and other relevant competent bodies (i.e. nature conservation). Agreements must be in place before any planning permission will be granted.

7. Recreation and Leisure

Navigation

- 7.1. The River Great Ouse and its tributaries, the Rivers Cam, Lark, Little Ouse and Wissey, comprise the major navigation in the Fens and East Anglia, providing about 240 km (150 miles) of navigable waterway. These rivers flow through some of the most unspoilt water environments in the Country.



Above: River Cam

- 7.2. The lower reaches (Old West River and then the Ely Ouse) take boaters through the fenland landscape. The Bedford Rivers, also known as the Hundred Foot Drain (which is tidal) and Old Bedford River, were constructed as drains and run from Earith area in the south towards the Denver Sluice area in the north. The Counter Drain is also navigable from Welches Dam Lock to the Old Bedford Sluice, although in practice this is problematical owing to the condition of the Lock, leakage of water from the Forty Foot, and the small window available when tidal levels are favourable at the Bedford Sluice.
- 7.3. The Environment Agency and the Middle Level Commissioners are navigation authorities, and have statutory duties in respect to maintaining navigation routes. The Environment Agency is the navigation authority, but the Middle Level Commission also has statutory duties in respect of maintaining navigation routes. Many improvements have been made which has contributed to the rise in the leisure use of the Fens. The Environment Agency and partners are working on developing a Fen Waterways Link which will connect the cathedral cities of Lincoln, Peterborough and Ely. This is a 20 year project which seeks to enhance the existing waterways, opening up 240 km of waterway including 80 km of new waterway for navigation. It will create a new circular waterway for recreation, tourism and the

environment, through the Fens, and provide a focus for economic regeneration in the area. Indeed, it is estimated that The Link in total will potentially generate over 100,000 extra boat movements annually, contribute around £8 million per annum to the local economy, and provide over 500 permanent jobs. There will also be additional scope for increased unpowered craft and paddlesport activity.

- 7.4. In order to achieve the above objectives there is likely to be a need for more active water management to ensure navigation is serviced and maintained. The void left following mineral extraction within the Block Fen / Langwood Fen area will provide additional water storage capacity as part of the final restoration.
- 7.5. There is a clear opportunity to address the issue of the Forty Foot Drain, which is currently navigable only part of the year, owing to low water levels. Permitting mineral extraction south of the Forty Foot will enable the land along the length of the Forty Foot adjoining the Block Fen / Langwood Fen site to be 'sealed' on its southern side through quarry engineering, perhaps in advance of mineral extraction. This will help to stop the current migration of water out of the Drain, and will help address the lack of water in this stretch of the Forty Foot Drain, helping to maintain adequate water levels to allow navigation at any time.
- 7.6. This will contribute to the proposed new navigable link between the Forty Foot (Vermuyden's) Drain and the Counter Drain (Old Bedford River).

Recreation

- 7.7. At present informal public access into the Block Fen / Langwood Fen area is limited, focused on a limited number of public footpaths, and the linear paths which follow the banks of the Low Bank (west of the Counter Drain) and the Ouse Washes.
- 7.8. More formal recreational activities have previously been offered by the Mepal Outdoor Centre which lies south of the A142. Whilst it has been closed for the past two years, it is hoped to reopen in 2019. The Centre is set on the shores of a lake, enabling it to offer a wide range of water and land based activities for families, school and youth groups and corporate clients. Two other water bodies, provided through earlier sand and gravel extraction are used for fishing and jet skiing.
- 7.9. National planning policy encourages local authorities and others to make clear strategies for improving informal recreation, for both local residents and visitors. This is being taken forward by local policies and strategies, which seek to enhance recreation.
- 7.10. Through the creation of water bodies and new lowland wet grassland recreational activities in the Block Fen / Langwood Fen area will be increased. Although it will not be possible to provide for recreation in areas where active mineral extraction and restoration is taking place, as development progresses and restoration is completed, recreational provision will come on stream.
- 7.11. With regard to the lowland wet grassland area, it is envisaged that will be completed by the beginning of Phase 3. Access should be possible to this area throughout the year, although at certain times of the year direct access onto the wet grassland may have to be restricted as this would disturb ground nesting birds, but at other times more general access would be allowed for informal low key activities such as walking and bird watching.

- 7.12. Equally as the water storage bodies are completed other activities such as fishing, water sports, and walking could be extended into these areas. Considerable scope exists for the full range of water related activities, but coarse angling is a key component of informal recreation in the region. Stillwaters, perhaps more so than rivers, are particularly popular for fishery development, providing a focus for anglers of all abilities, generally accessible all year round and capable of significant economic benefit.

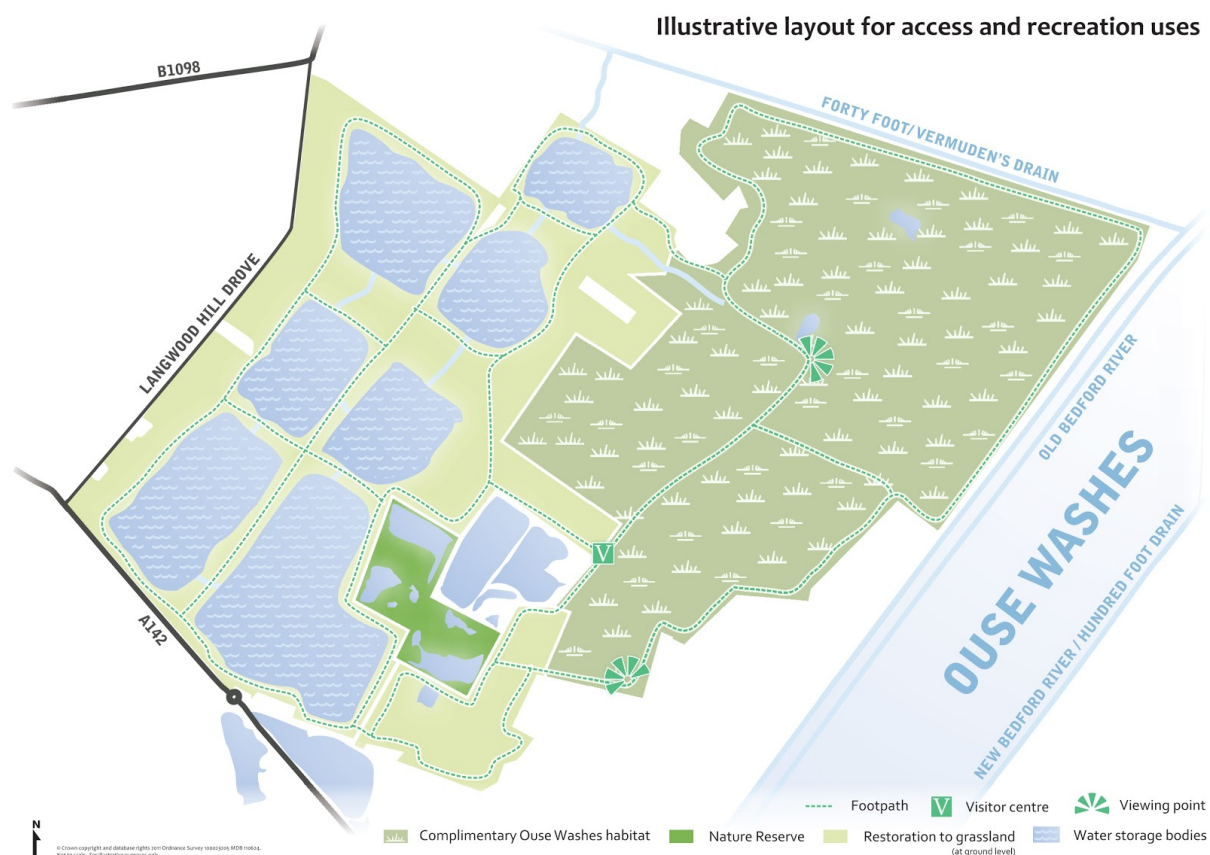


Above: Ouse Footpath

- 7.13. A network of paths will be provided with viewing points (some of which may be raised), with at appropriate places outdoor interpretation boards. An illustrative layout is provided in Figure 6 below. In the Block Fen / Langwood Fen area footpaths are often linear. If opportunities exist to create links with other footpaths, and / or to create circular walks, these should be investigated.
- 7.14. In due course a visitor centre will be provided, this will provide a focus for people visiting the area. The visitor centre will be located near to the existing lakes at Block Fen. As the development of the area will be phased, the visitor centre should also be approached in this way, starting with a limited car park and low key interpretation facilities. However, as the area expands this should be developed too, to provide a car park of around 150 spaces, a building around 500 m2 providing a tearoom, toilet and a multifunctional space. Flexibility to provide an educational function, and to extend the visitor centre and car parking in the future should also be retained. This is based on an assumed visitor level of 60,000 visitors per year, with a shared use of the centre between those wishing to use the nature reserve and / or the lakes for recreational purposes.
- 7.15. Ultimately this area will provide an important green space for the populations of nearby towns and villages, providing part of a wider strategic recreational strategy between Fenland, East Cambridgeshire and beyond.

- 7.16. In order to reduce the impact of traffic movements and assist in addressing climate change, access to the site for recreation purposes via public transport or cycling will be encouraged. Whilst initially this may be mainly via bus, the navigational improvements should also mean that access via the water would be increased in the longer term.

Figure 6: Illustrative layout for access and recreation use



8. Traffic

- 8.1. The location of sand and gravel reserves dictate where extraction will take place, and the traffic movements associated with this have to be managed to minimise adverse effects on the local communities and the highway network.
- 8.2. The existing mineral and waste disposal operations in the Earith / Mepal area, including those at Block Fen / Langwood Fen, Earith and Bridge Farm already give rise to lorry movements in the area. Over the short to medium term the main focus of sand and gravel extraction will move more towards the Block Fen / Langwood Fen area. Mineral extraction at Colne Fen for example will come to an end in the short term; and capacity provided by the Colne Fen Quarry will effectively be replaced through the implementation of an existing planning permission for a new quarry at Block Fen / Langwood Fen.
- 8.3. With the development of waste recycling and disposal operations in this area, additional lorry movements will be generated.

Traffic Movement

- 8.4. Within Phase 1 the focus of mineral extraction in the Earith / Mepal area will be primarily on Block Fen / Langwood Fen. In the short to medium term some quarries will be active, but these will then be replaced by existing and allocated sites in the Block Fen / Langwood Fen area coming on line. In terms of lorry movements the pattern will therefore gradually change, and there will be a significant increase in the overall current level of movements associated with Block Fen.
- 8.5. Lorry movements will also be generated by the movements of construction waste to the Block Fen / Langwood Fen area for recycling and then for disposal (and use in the creation of the lowland wet grassland).
- 8.6. A survey was been undertaken on existing traffic movement (September 2007), and this was used to estimate potential traffic movements arising from the proposed uses at Block Fen. The results are set out below.

	Minerals	Waste	Total
Max Permitted vehicle movements (with planning permission)	435	18	453
Vehicles recorded on survey date 12/09/07	116	69	185
Anticipated vehicle movements 2010-2026	384	248	632

Table 5. Estimated Daily Quarry and Waste Management Goods Vehicle Movements

- 8.7. As mineral extraction ceases in the area of the new lowland wet grassland, the number of vehicle movements associated with mineral and waste management will decline significantly and remain at a much lower level until the site is fully worked and restored.

Sustainable Transport

- 8.8. Consideration has been given as to the feasibility of encouraging the use of more sustainable models of transport for the bulk movement of minerals and waste associated with operations at Block Fen.

Water

- 8.9. The Fortyfoot river lies along the northern boundary of the site. At present the navigability of the section between Horseway Lock is affected by problems associated with retention of water levels for river craft caused by seepage. Whilst proposed extraction of minerals may provide opportunities to address this problem generally the size of waterways and lock infrastructure are focussed on leisure traffic and not designed to accommodate barges for the transport of aggregates/waste. Also the navigable sections of waterway do not facilitate easy access to the future major growth areas (demand for aggregates and generation of waste) of Cambridgeshire. It has thus been concluded that transport of minerals/waste to and from is not feasible and therefore deliverable.

Rail

- 8.10. The Block Fen mineral deposits are not located close to rail infrastructure. The nearest locations to the area are at Manea (existing rail line) or Chatteris (old railway formation).
- 8.11. In respect of the latter the former railway alignment south of Chatteris to Somersham, St.Ives and Cambridge has been largely compromised by a number of new developments including industrial development, infilling of cutting with waste, mineral extraction, new road construction and the Cambridge-St.Ives Busway. It has therefore been concluded that the use of this old formation to relay a railway to supply the Cambridge area with aggregates from Block fen is not feasible or deliverable.
- 8.12. The existing railway at Manea links to Ely and Cambridge. One siding exists at Manea station but vehicular access for any transshipment traffic from Block Fen would have to be gained through the village. The siding is also close to existing housing. The impacts associated with using any existing siding capacity at Manea would have local amenity implications which are considered undesirable.
- 8.13. Block Fen is located 5 km from the March to Ely railway. Notwithstanding the high cost likely to be associated with the construction of a new junction and branch line the following are also relevant considerations, namely:
- The market for sand and gravel is local with generally over 85% being sold within 25 miles of a quarry;
 - No mineral users / waste generators in Cambridgeshire have facilities to receive sand and gravel by rail/dispose of waste by rail. Many customers already located close to major roads;

- Mineral and waste rail movements need to be in bulk (circa 1000 tonne loads) to be economic;
- The optimum break-even distance for rail distribution is between 100-150 miles (which would only facilitate out of county movements);
- High cost of establishing rail / road transshipment facilities (circa £3m);
- High capital investment costs in annual train and wagon hire; and
- Costs of rail are 5 times more expensive than road alternative.

8.14. On the basis of the above it has been concluded that rail transport of sand and gravel / construction waste associated with the Block Fen / Langwood fen area to meet the needs within Cambridgeshire and Peterborough is not economically viable and is therefore undeliverable.

Traffic Management

- 8.15. The significant growth agenda in Cambridgeshire and Peterborough will bring an increase in traffic movements. A part of this, as outlined above, will be attributable to mineral and waste management activities supporting new and existing communities. This issue will require careful consideration in its entirety by the relevant organisations involved, including the Local Planning Authorities, the Highways Agency and Local Highway Authorities.
- 8.16. Other policies in this Local Plan set out requirements in respect of traffic and highways. The Block Fen / Langwood Fen area is to be accessed via the existing purpose built roundabout junction on the A142 Ely to Chatteris road, which is the principal highway within the Master Plan area. This roundabout is considered to have more than adequate capacity to accommodate the traffic likely to be generated by the proposed mineral extraction and construction waste recycling and disposal activities, and the Highway Authority has advised that this should be the sole means of access to the site.
- 8.17. Within the site the main 'internal' road is Block Fen Drove. This passes adjacent properties and is narrow at certain points. In the light of continued and increased lorry movements further consideration may have to be given to the Drove's maintenance, and if necessary this would involve widening or off line improvements. The grant of further planning consents will be conditional on a contribution to secure the satisfactory improvement of this Drove.
- 8.18. With regard to minerals and waste management traffic, in the future the average payload of vehicles is likely to increase, whilst the total number of movements can be reduced by the 'backloading' of lorries where they bring in one type of load, and take out another. Mineral and waste operations lend themselves to this as new sand and gravel or recycled aggregates can be taken to the development site, and waste materials removed at the same time and brought back for recycling or disposal. The principal waste operator in this area has indicated that up to 50% of lorry movements could be 'backloaded', and that this may increase over time. Other initiatives may also include off-peak deliveries, the use of mineral transfer stations and private haul roads.

Recreational Traffic

- 8.19. Proposals have been set out for the provision of recreational facilities which will be provided in a phased manner, as the nature conservation and recreational uses of the site develop. These proposals have been based on an assumed visitor rate of 60,000 visitors per annum once the site is complete. There is an expectation that visitors may visit using a variety of means e.g. cycle, car, bus; and that visitor numbers will be highest at weekends through the spring and summer periods.

9. Sustainable Use of Soils

- 9.1. The Earith / Mepal area is known to contain some of the best and most versatile soils in the Country, and this is reflected by part of the land being graded under the Agricultural Land Classification Scheme as Grades 1 and 2.
- 9.2. National planning policy seeks to protect high quality land and prevent its loss, and where it is going to be developed for an alternative use, it requires a scheme for the sustainable use of soils for the longer term.
- 9.3. A package for the sustainable use of soils can encompass a range of different aspects. This can include for example:
 - ensuring land can be put back into agricultural use if required;
 - relating restoration proposals to the soils resource;
 - considering the wider benefits of proposals on the soil resource;
 - securing appropriate long term management of the restored land and associated soils; and
 - using surplus soils to improve areas of poor soils in the area.
- 9.4. A survey has been undertaken in order to obtain soils information to inform the preparation of this Master Plan. It has been established that the range of soils across the site is complex, with significant variation in texture both laterally over short distances, but also vertically down the soil profile.
- 9.5. In terms of topsoils these can be divided into three main groups, namely peaty / organic mineral mainly found in the north of the site area, loamy soils which form the main topsoil type, and a smaller area of clayey soils towards the west of the site.
- 9.6. Subsoils can be grouped into two main categories, being a complex loamy and clayey soils which occur over the majority of the site, and a small area to the west of the site which has clayey soils. A particularly feature of these soils is their permeability which has been established through a well developed soil structure which will contribute significantly to the flexibility of the use of the land.
- 9.7. Very few areas of deeper peats were identified, but where found these were towards the south of the site. The pH varies across the site, but very few samples were recorded below 5, and the majority of top and sub soils were in the 6-7 range.
- 9.8. It has been confirmed that soils on the active mineral sites have generally been handled with care, and stored recognising their different characteristics.
- 9.9. One of the main issues to be addressed with regard to soils within any restoration strategy, is to achieve a balance between the depth and permeability. It will be important to retain the topsoils together with the structure and depth of subsoils. Increased soils depth and consistency would be beneficial to the long term sustainability of the land, and the survey that has been undertaken indicates that with the soils on site this should be a readily achievable objective.

- 9.10. In considering a sustainable soils restoration package regard also needs to be had to the function the soil, as existing and proposed under restoration plans. Approaching restoration from the perspective of the soil function enables a wider consideration of how soils can be used in a sustainable way. The table below sets out information on the range of issues relevant to soil function, and the proposed afteruses of the site.

Soil Function	Food and Fibre Production	Platform for construction	Environmental Interaction	Source of Raw Materials	Protection of Cultural Heritage	Support for Habitats and Biodiversity	Comments
Existing Use-Agriculture	✓	✓	✓	✓	✓	✓	Main function is food and fibre production with the others as potential or latent functions.
Proposed Afteruse:							
Agriculture	✓	✓	✓	✓	?	✓	Main function food and fibre but with positive measures to secure habitat and biodiversity gains increased soil depth and consistency will be a positive benefit.
Nature Conservation	✓	✓	✓	✓		✓	Assume cultural heritage in soils layers has been assessed and either preserved or recorded prior to working.
Water Storage			✓			✓	Indirect impacts on food and fibre production through irrigation. Permeability of the subsoil is a particular attribute of the site and should be retained in any restoration strategy.
Recreation	✓	✓	✓	✓	✓	✓	Potential for all functions to be utilised.

Table 6: Main Soil Functions

- 9.11. Table 6 above identifies six main soils functions, those that are particularly relevant to Block Fen / Langwood Fen are:
- the effect of development on the range of soils functions;
 - the loss of existing soil function or the creation of a beneficial function through proposed land use;
 - the potential for the reduction of impact or the increase of benefit; and
 - the possibility to compensate and mitigate for impacts.
- 9.12. The following are therefore matters which will need to be addressed in any restoration strategy:
- depth and consistency of soils in terms of restoration objectives, especially the use of surplus soil arising from the proposed land uses to achieve a deeper and more consistent soil profile across the site;
 - the avoidance of soil organic matter loss. Although the extent of peat soils across the site is not as extensive as first envisaged, measures should be put in place to ensure that the organic soils remaining are best utilised and maintained. The range of land uses proposed allows this issue to be approached with greater flexibility and with a long term perspective;
 - handling and movement of soils to retain inherent characteristics especially the permeability of the soils and to avoid losses through wind and water erosion; and
 - soil water regime to ensure the effective drainage of the site and / or ground water control for the range of land uses.
- 9.13. To achieve the full potential of the site in terms of sustainable use of soil, a comprehensive approach will have to be taken which may involve the co-operation of landowners and the minerals and waste industry.
- 9.14. With regard to achieving the above some opportunities to meet sustainable soil objectives have already been identified. The methodology for the creation of lowland wet grassland would allow the land to revert back to an arable agricultural use should this be required in the long term.
- 9.15. There are also opportunities to relate the soil resource to the restoration uses of the site. For example, if an area which is to be developed for the water bodies proves to have good peaty soil capable of proving a good basis for lowland wet grassland, this soil can be carefully removed, stored and placed in another area of the site being used for habitat creation. Relocating and using the soil in this way ensures it will not be lost, but will be managed for the longer term.
- 9.16. The wider benefits on the soils of the area are also becoming evident and represent an important resource which must be used sustainably. The creation of the water bodies on the site will displace high quality soils from this area, which will not be put back in place. This can be compensated for by their use in the creation of the enhancement habitat as described above, or they could be removed to address soil management problems in another area i.e. to augment depleted peat derived soils off site. In addition, the creation of the water storage bodies, and the transfer of water into the Middle Level area will compensate for the

displacement of soils by supplying water to irrigate the much wider area, enabling the soils in this area to be kept moist (preventing their erosion by the wind), whilst enhancing their productivity for crops.

- 9.17. Also, it is not enough just to use the soils in a sustainable way; in order to keep them in the 'carbon store' it is necessary to secure their long term future management. Arable production on peat soils causes the release of carbon dioxide held in the peat as it oxidises after ploughing. Grassland is a land use that helps protect the peat resource and reduces the release of carbon dioxide. Restoring the Block Fen / Langwood Fen to wet grassland is a practical action to reduce emissions in line with the County Council's commitment to addressing the challenge of climate change.
- 9.18. The management of the land and soils uses that will be created is already being addressed, and the arrangements for the enhancement habitat and water storage areas are addressed more fully in Sections 5 and 9 .
- 9.19. More detailed survey work will be required at planning application stage, and this will be needed to inform detailed proposals addressing phasing, restoration and the sustainable use of soils. Appropriate arrangements would be secured by planning condition or planning obligations through any planning permissions granted.

10. Conclusions

- 10.1. The Block Fen / Langwood Fen area is unique, not only in terms of its location and characteristics, but also in terms of the opportunities it offers. This Appendix to the Local Plan, in the form of a 'Master Plan' for the area, seeks to address the challenges that exist in taking forward this area for sand and gravel extraction and waste recycling and disposal in support of the construction industry, and at the same time determine a sustainable way of restoring the site which will contribute to addressing national and international issues such as climate change, create enhancement habitat for the internationally important Ouse Washes, help deliver more sustainable flood risk management, and address the need for water storage and supply in the Fens.
- 10.2. The vision and objectives set out in this Master Plan are deliverable through the co-operation and commitment of a number of parties, and formal mechanisms such as legal agreements and planning conditions which can be implemented through the land use planning system. Prior experience has shown this can be achieved. The key stakeholders have already worked together to deliver the existing access to the permitted quarries, and to help define the future strategy for the Block Fen / Langwood Fen area through the development of this Master Plan.

11. Annex 1 - Planning Applications

- 11.1. Applicants should review the information available on the [County Council's planning applications](#) webpage and are advised to contact Cambridgeshire County Council's Minerals and Waste planning team to arrange for pre-application discussions. Pre-application discussion (which are chargeable) should also cover archaeological and historic environment matters, and if necessary an additional discussion with the County Archaeological Team should be arranged.
- 11.2. The Environment Agency has advised that any hydro-geological impact assessment should include:
 - a survey of existing on-site ground levels and flow patterns, including any previous monitoring on areas with planning permission;
 - a water features survey, including all abstractors and potentially affected surface water features;
 - an assessment of the impact of dewatering operations and any mitigation needed;
 - the short and long term impact of blocking flow in the aquifer with impermeable barriers. There is potential for groundwater levels to rise on the upstream side and fall on the downstream side;
 - proposals for dealing with any areas of higher permeability material discovered within the underlying Ampthill clay, and proposals for sealing off large watercourses such as the Forty Foot Drain; and
 - details of how flow patterns will be re-established following restoration.
- 11.3. In relation to the creation of wet grassland habitat details will be required on how the water levels are to be achieved and how the hydrology of the site might deliver the habitat. Applicants are advised to refer to the [Environment Agency's Eco-hydrological Guidelines for Lowland Wetland Plant Communities](#) published in 2004. This provides background for the water requirements of the created habitat.
- 11.4. As part of any planning application for this site a Flood Risk Assessment (FRA) will need to be produced to address the risk of flooding to the site, and to address any potential increase in surface water generated by new hard standing and / or changes in soil types / landforms. Any FRA would need to be prepared and undertaken to the satisfaction of the Environment Agency, Lead Local Flood Authority and the Middle Level Commissioners.
- 11.5. Applicants will be required to prepare a scheme of measures for dust suppression to avoid direct and indirect dust deposition having adverse effects on the Ouse Washes.
- 11.6. Applicants will be required to prepare a scheme of noise suppression to avoid noise having adverse effects on the Ouse Washes environment.
- 11.7. Any habitat created should consider the requirements of protected species found, or likely to be found, in the area. Protected species including water voles and otters are known to be

present near to the proposed development site. Any waste used to fill the site will have to be shown to have no adverse impact on the nearby Ouse Washes SSSI, SPA, SAC and Ramsar site.

- 11.8. An ecological survey will be required prior to the development of detailed plans, to enable an assessment of the level of risk posed by the development. The detailed design, construction, mitigation and compensation measures should be based on the results of a survey carried out at an appropriate time of year by a suitably experienced surveyor using recognised survey methodology.
- 11.9. The survey and risk assessment should:
 - identify any rare, declining, protected or otherwise important flora, fauna or habitats within the site include water voles and otters;
 - assess the importance of the above features at a local, regional and national level;
 - identify the impacts of the scheme on those features;
 - demonstrate how the development will avoid adverse impacts propose mitigation for any adverse ecological impacts or compensation for loss; and
 - propose wildlife/habitat enhancement measures.

12. Annex 2 - Methodology for the Creation of Enhancement Habitat

Wet Grassland Features

- 12.1. It is proposed that the wet grassland features will comprise of surface scrapes and foot drains / wet furrows. Furrow spacing will be chosen to provide if possible moist surface conditions between the furrows. The wet features will be replenished with water during the winter period to provide optimum water levels by the end of March or earlier if desired. Water levels will be maintained in the features during the earlier part of the breeding season and then allowed to fall towards the end of the breeding season.

Soil conditions and suitability for wet grassland development

- 12.2. The soil profile to be developed will comprise of a 500 mm depth of clay cap on top of the inert fill, followed by 650 mm depth of subsoil, with a 250 mm depth of peat on the surface. The depth of usable soil profile will, therefore, be a minimum of 900 mm. If possible a depth of 1.2 metres would be preferred, formed by having a greater depth of peat, which would increase the effectiveness of the wet grassland.
- 12.3. The peat topsoil will have a high water holding capacity and be ideal for water transmission, grass establishment and bird probing, but its depth is rather limited. In developing the features every effort needs to be taken to maintain as much peat in the surface layer as possible.
- 12.4. Of the 3 samples of subsoil taken, 2 were a gravely sandy clay loam (southern storage area) and the third a gravely loamy sand (northern storage area). The gravely nature of these sandy and loamy soils are likely to have a moderate to high hydraulic conductivity providing they are not significantly compacted during placement.
- 12.5. Owing to the anticipated hydraulic conductivity of the subsoil and the overall profile depth (900 mm), there is a good chance that with appropriate furrow spacings and water levels, it should be possible to maintain moist surface conditions between the foot drains.

Critical requirements in soil placement

- 12.6. To obtain optimum soil conditions during soil placement, every effort must be taken to achieve the following:
- maximise the depth of peat in the surface layers; and
 - avoid excessive compaction when placing the subsoil.
- 12.7. To achieve these desired conditions attention must be paid to the following:

- ensure the surface of the clay cap is level before subsoil placement; and
 - initiate the main wetland features within the subsoil layer before placing the peat topsoil.
- 12.8. Discussions are needed with the contractor to devise a placement method with the equipment available or obtainable, which will produce a consolidated soil condition without excess compaction.
- 12.9. If possible, running large heavy dump trucks over the subsoil during placement should be avoided, as this is likely to cause considerable compaction. If such operations are unavoidable and serious compaction occurs, it will be necessary to subsoil after subsoil placement before the peat layer is spread.
- 12.10. A much more satisfactory way of using large dump trucks is for them to be confined to the clay cap. However, this should only be contemplated when there is a significant thickness of soil in place to avoid damage to the engineered containment of waste. They can then dump their soil at the edge of the advancing subsoil laying zone and the dumped soil spread, leveled and consolidated by a lighter tracked dozer.
- 12.11. The peat layer will have to be spread on a compaction vulnerable subsoil, hence relatively small light tracked dumpers and light tracked dozers would be ideal for this operation.

Other site requirements

Retention of water within the grassland cell

- 12.12. To retain water within the wet grassland cell, it will be necessary to ensure that the current compacted clay layer around the cell boundary extends upwards to an elevation above the final soil surface, with some additional allowance to allow for some surface water ponding.

Reservoir

- 12.13. A reservoir will be required to store water for water supplementation during the breeding season. This could be above ground storage, allowing gravity feed into the wetland or below ground, possibly in an existing borrow pit from which water would have to be pumped into the reserve. The choice will be dependent upon the water source, the type of power supply available for pumping and the costs.
- 12.14. If an above ground reservoir is to be constructed, consideration could be given to the possibility of its capacity also meeting the requirements of additional cells in the future.

Drainage

- 12.15. The winter rainfall input will exceed the water storage capacity of the wetland features in most years, hence there will be a need for a drainage outlet from the enclosed basin to prevent unwanted flooding. Providing a control on this drain outlet would also provide a means of lowering water levels within the features as required during wet spring / summer periods.

Supplemental water requirements

- 12.16. The moisture deficit values (mm) at the end of June for this area as follows:

	Dry Grassland	Wet Grassland	Open Water
Dry Year (Higher Quartile)	104	166	200
Median Year	86	122	150
Wet Year (Lower Quartile)	68	86	110

Table 7: Moisture Deficit Values

- 12.17. Assuming some 20% of the area will be open water held within the scrapes and furrows, and that the whole grassland surface can be kept moist, the dry year water losses through evapo-transpiration through to the end of June will be 1700 m³ / ha.
- 12.18. Allowing the open water levels to fall during the period to the end of June, the dry year supplementary water requirement will be as follows:

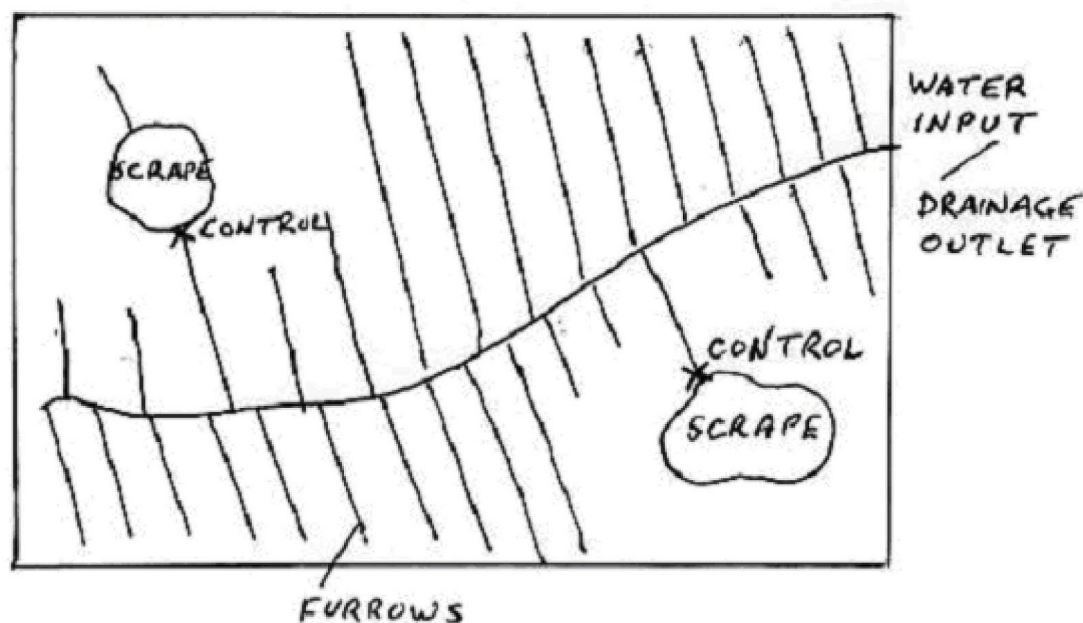
Water Level Fall	Supplementary Water Requirement
20cm	1300 m ³ /ha
25cm	1200 m ³ /ha

Table 8

Water management options

- 12.19. The uniformity of the site will restrict the options available for water management within the different features. Whilst it may be advantageous at times to manage water levels in the scrapes differently to those within the foot drains / furrows, this will be more difficult owing to the hydraulic connection within the subsoil. Cutting off the water supply to the scrape with a control structure in the supply channel will stop direct water inputs, but there will still be some seepage inflow through the subsoil. This seepage inflow can be minimised by extending the distance between the nearest furrows and the scrape, so increasing the seepage distance and hence reducing the amount of water inflow, see rough schematic layout below. The other alternative would be to install a seepage cutoff curtain around the scrape.

Figure 7: Wetland Grassland Features



Above: Wet Grassland Features

- 12.20. The maximum depths of the features could be varied, allowing different areas to dry up or be wetted at different times. The side slopes of the scrapes can also be chosen so that the desired amount of muddy margin is exposed for a given fall in water level.
- 12.21. A pilot area of lowland wet grassland, in the order of 10 ha, has been created. Whilst this may be too small to make a wholly satisfactory bird assessment, it will provide valuable information on the hydrological aspects of developing wetland conditions in these circumstances. Dipwell information will allow the hydrological characteristics of the restored soil to be assessed. In addition, the project area may provide information applicable to future situations where peat may be in short supply.
- 12.22. In the current absence of quantitative hydraulic conductivity data, it is suggested that the foot drains / furrows be installed at a spacing of some 20 – 25 m. However, if hydraulic conductivity data comes to hand before soil placement, adjustments should be made if necessary to this spacing. Optimum spacings, if different to those at installation, could be determined from subsequent field monitoring.



Cambridgeshire County Council and Peterborough City Council

**CAMBRIDGESHIRE AND PETERBOROUGH
MINERALS AND WASTE LOCAL PLAN
APPENDIX 2: THE LOCATION AND DESIGN OF
WASTE MANAGEMENT FACILITIES**

March 2019

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1. Introduction

- 1.1. The Cambridgeshire and Peterborough Minerals and Waste Local Plan (MWLP) contains a suite of policies that require waste management facilities to be built in suitable locations, and to achieve a high quality in their design. This Appendix expands on those policies by providing further guidance.
- 1.2. Waste management facilities segregate, recover, recycle, treat or transfer the types and volumes of waste that would otherwise go to landfill. These facilities will deal with municipal (mainly household) waste, commercial and industrial waste, inert waste including sustainable construction waste, agricultural, and some hazardous waste e.g. clinical and bio medical waste.
- 1.3. The most common types of facilities are summarised in section 4. However, it should be noted that waste management is an area of rapid change and it is likely that, as technology evolves, new types of facilities will develop. Each of these facilities has its own characteristics and relevant locational and design criteria; some of which are unique to the facility whilst others are shared in common with other facilities.
- 1.4. This guidance is not intended to be rigid or prescriptive but to provide a framework for developing high quality solutions. Applicants and developers should use this guide to inform their choice of site location and the design of their facility. The choice of location and design should be clearly explained in the documentation supporting any planning application.
- 1.5. Submission of a waste management licence at the same time as a planning application is also encouraged, so that the design and site management issues and operational issues can be considered holistically.

Scope of this Appendix

- 1.6. This Appendix focuses on waste management facility development. Landfill sites and very local facilities such as bottle banks are not addressed by this Appendix.
- 1.7. Matters which fall under the regulatory regime of other authorities are not directly covered by this Appendix. However, the requirements of these other regulatory bodies will need to be met through the design of the facility.

Status of this Appendix

- 1.8. This Appendix forms part of the explanatory text of the MWLP. On adoption of the MWLP the Location and Design Guide Supplementary Planning Document (Adopted July 2011) is revoked and superseded by this appendix. It is important to note that if any text in this appendix conflicts in any way with the provisions of the Policies set out in this Local Plan or any other Development Plan Document, then the contents of those policies prevail.

2. Locational Criteria

- 2.1. The Locational Criteria below cover a range of matters which should be addressed in the site selection for waste management facilities. Some of the issues may only apply to certain types of facility, whilst others will apply to all. Choices should be clearly explained in the documentation supporting any planning application, whilst being proportionate to the size of the proposal.

Siting

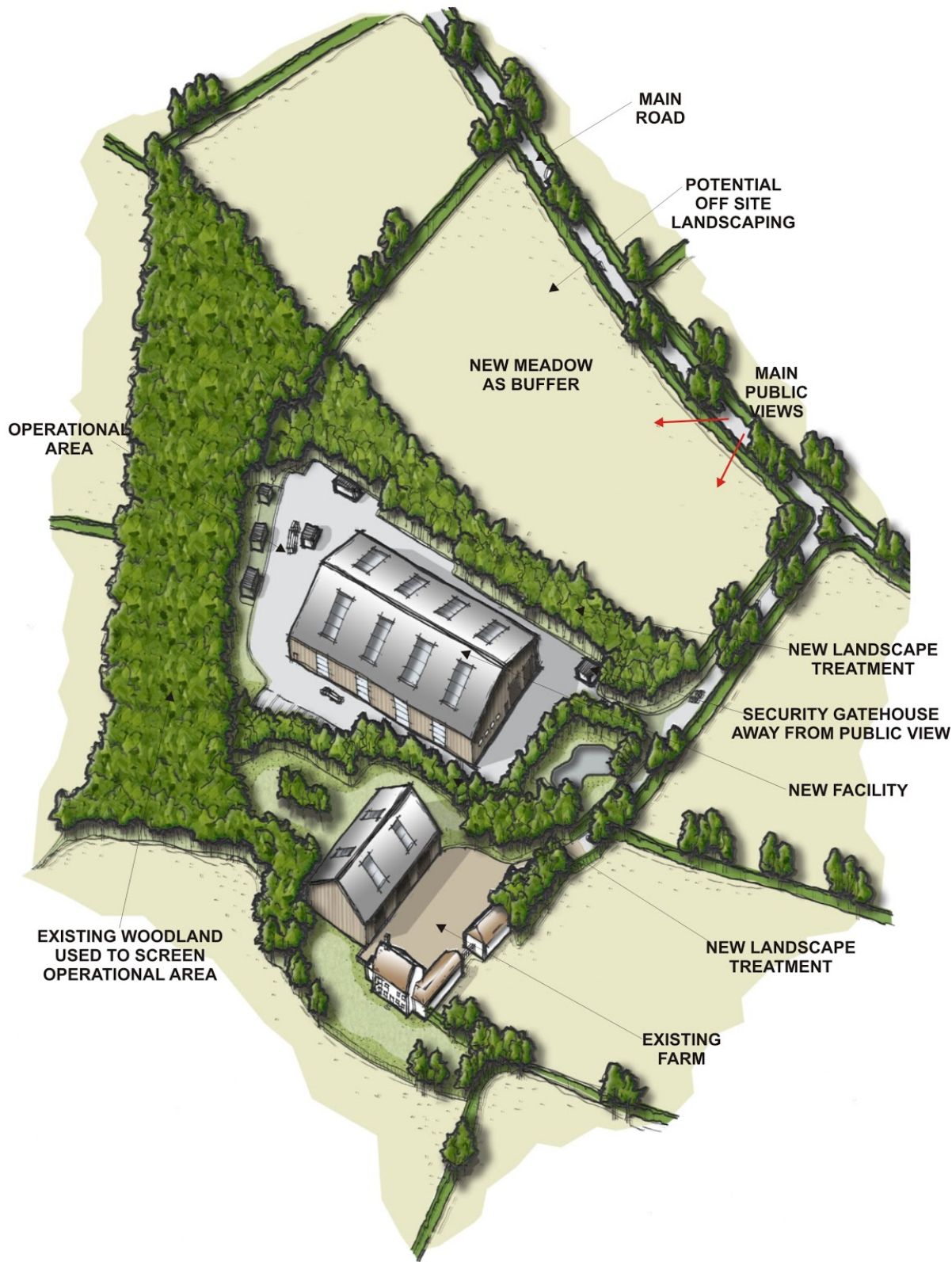
- 2.2. The type of facility and processes will influence the size of the site and the location of any building. The following principles apply to all types of facility:

Siting General Principles

- Facilities should aim to be developed on previously developed land, enabling positive re-use and avoiding the need to develop greenfield land. However, it is recognised that within the plan area, there is a limited supply of previously developed land and it is not always in the most appropriate or sustainable location. Some greenfield development may be necessary, especially where it is co-located with other waste uses.
- The site location will need to have the capacity to accommodate the associated traffic movements.
- Waste management facilities giving rise to large traffic flows must be located close to the primary road network and roads suitable for use by HCVs.
- Consideration should be given to transport by rail or water when these options are practical.
- Opportunities for siting that maximise the use of sustainable forms of transport (public transport, cycling and walking) for staff are encouraged.
- Access arrangements should be designed to minimise impact on the environment and nearby surrounding uses, including residential property.
- There are benefits arising from co-location with other waste processing facilities, which arise when haulage distances can be reduced, and where waste reception and processing are located together.
- Preference is given to development in less environmentally sensitive locations.
- Some facilities are acceptable within residential or mixed use areas, including new development areas, providing transport and amenity impacts such as noise and litter are controlled and design issues carefully considered.

- Sites will be located to prevent pollution, address the risk of flooding and must avoid affecting designated habitats or protected species and must consider the effects on rights of way.
- Siting should not be harmful to the character, appearance, and setting of the historic environment and specific historic assets.

Rural Location Plan



Rural Locations

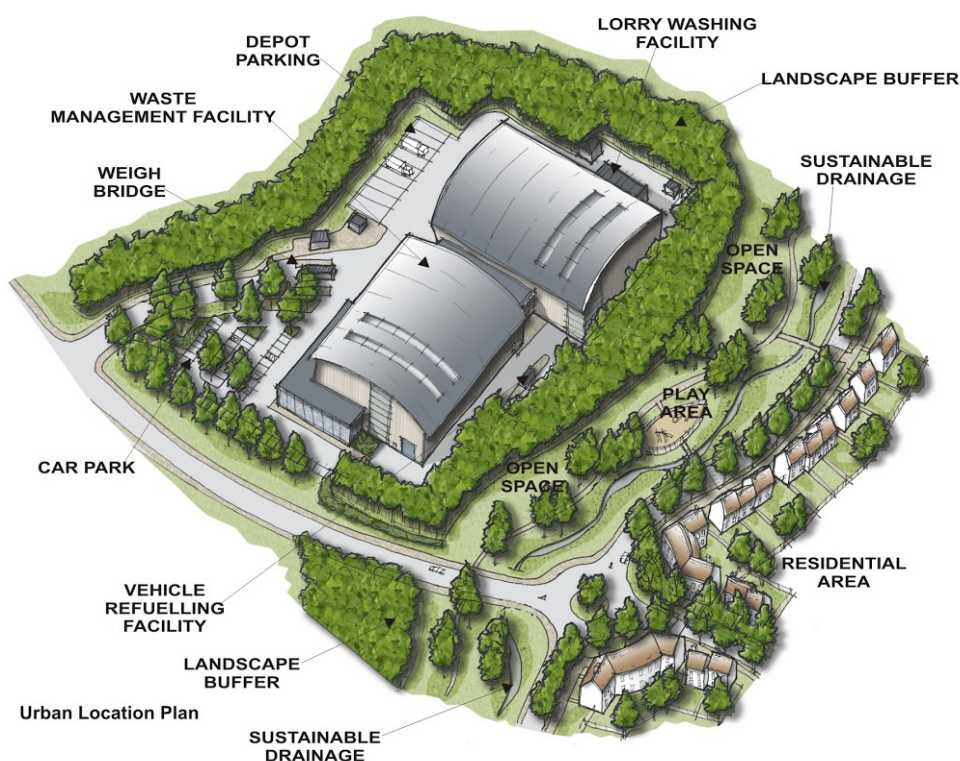
- 2.3. Rural locations on or close to the main road or rail networks are potentially appropriate for a range of waste management facilities. In rural locations the design of the facilities should reflect the scale and design of agricultural buildings, though there may be instances where more innovative design would be appropriate. Local distinctiveness, in terms of landscape character, and architectural design, will be an important consideration. Opportunities may also exist to re-use existing buildings. Local Landscape Character Assessments, The Cambridgeshire Landscape Guidelines and Town and Village Design Guides are useful sources of information on local distinctiveness. Landscape and boundary treatment is particularly important to screen low level activity around the facility to reduce visibility and to enhance biodiversity value.
- 2.4. Rural settings should provide the opportunity for significant landscape proposals. Areas for any external storage of baled materials, gatehouses and weighbridges should also be screened, to avoid an 'industrial' appearance. Windrow composting is likely to require a rural location. All access roads should be hard surfaced to avoid access and local roads becoming dirty, dusty or contaminated and to facilitate the use of mechanised cleaning machines.
- 2.5. In open rural areas where additional planting may not be appropriate given local landscape characteristics, greater attention will have to be given to building form and construction materials, particularly the external appearance where quality and colour are important. It may be possible to locate the facility at lower levels through excavation, flood management permitting, or utilise a mineral excavation site. With innovative design the natural physical features of the site and its setting could offer an opportunity to assimilate the proposed development without reliance on planting. There will be occasion in environmentally sensitive areas where it will not be possible to site a facility without being harmful to the character, appearance and setting of a site, in such cases development should be avoided.

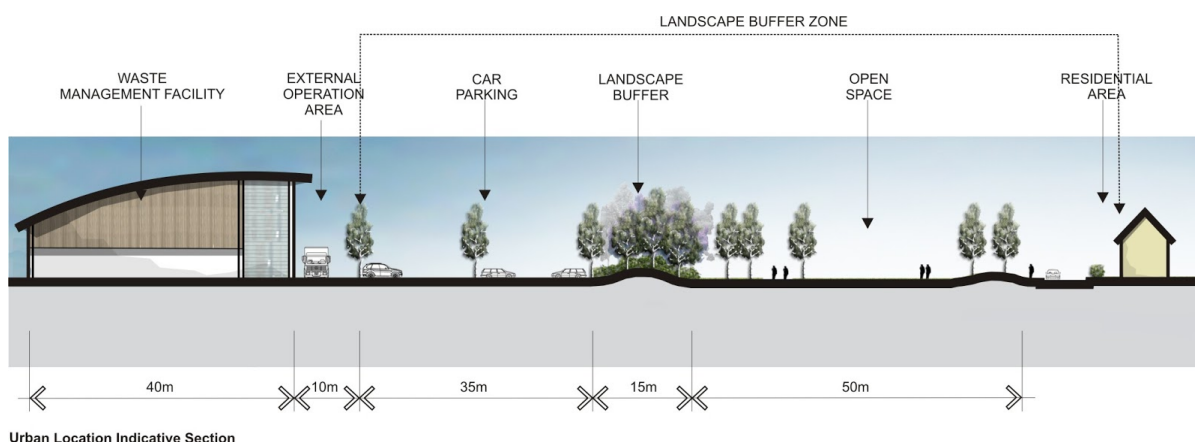
Rural Location Principles

- Buildings could reflect agricultural built form or re use redundant farm buildings, if appropriate, or designs may be innovative.
- Designs should be in sympathy with local landscape character and distinctiveness. Site locations should allow sufficient space for quality landscape treatment.
- Site design should minimise views to operational areas, particularly external storage and parking, and any other elements that present a more 'industrial' appearance.
- Security gatehouses/weighbridges should be located away from immediate public view. Designs should take account of existing rights of way and any views from them, conserving important environmental features, such as water

bodies and habitat areas. All new landscape or buffer areas should enhance biodiversity.

- Easy access to main road networks suitable for HCVs.
- Opportunities for new planting should be created and, where possible, buffer planting should be linked to existing woodland.
- The proximity of rail networks and waterways should be considered when choosing site locations to promote alternative sustainable forms of transport.
- Proposals, including planting, should not be harmful to the character, appearance, and setting of the historic environment and specific historic assets.
- The location should be selected to ensure that larger vehicles accessing the facility do not have to be routed through residential areas.





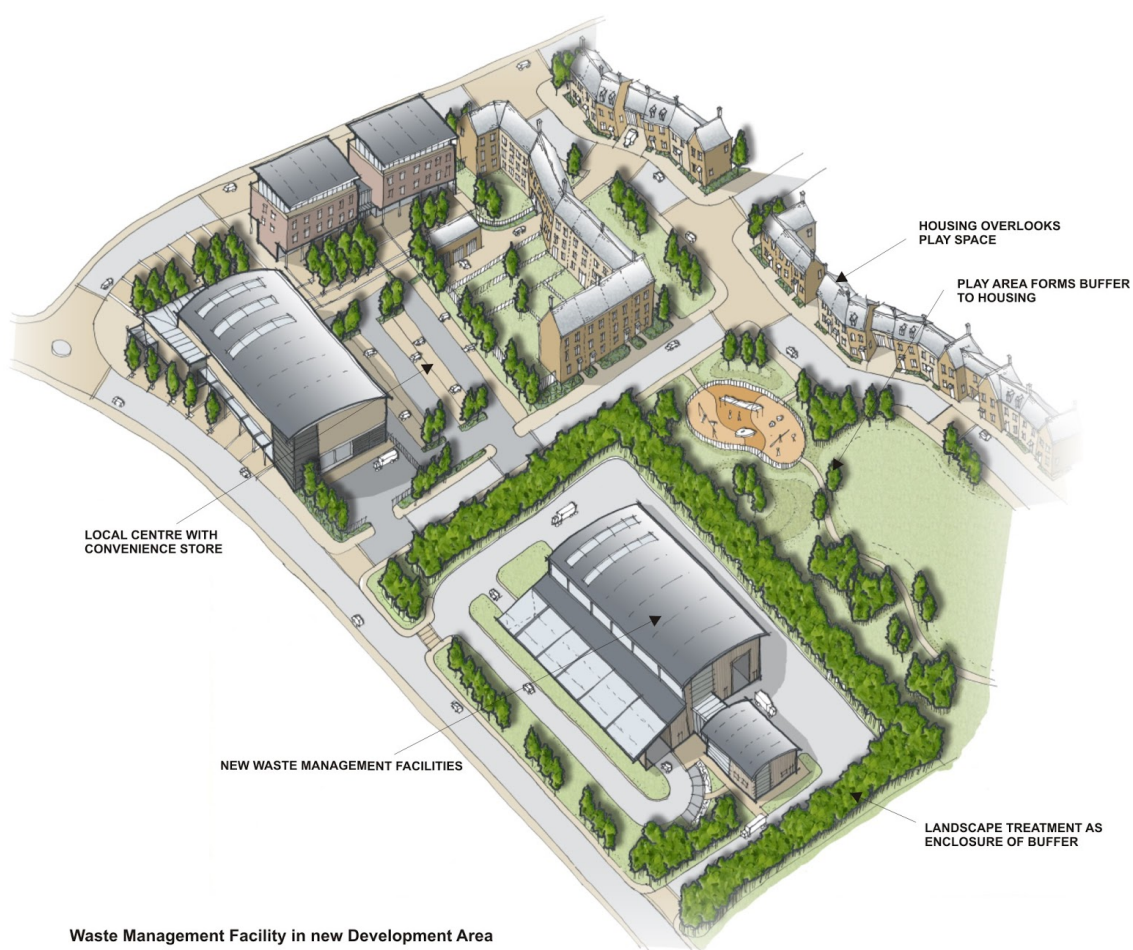
Urban Locations

- 2.6. Urban locations are appropriate for a range of waste management facilities, particularly those operations which take place inside a building. These can be located within established commercial / industrial areas, or planned into new developments. Opportunities may also exist for the re-use of buildings, such as warehouses, factories or former airfield buildings. The design should respond to the context, with a high quality urban design. Facilities should be located on or close to the main road network, avoiding the need for HCVs to travel through any residential areas.
- 2.7. Sites should be located in areas with good access to public transport. Cycle provision for employees should also be included.
- 2.8. Appropriate buffer areas should be provided between the facility and any adjacent residential areas. These areas could include other employment land uses, or a buffer zone including uses such as car and cycle parking, landscape planting or open space. Waste management facilities can also act as a buffer between sensitive land uses and other forms of development such as between residential areas and main roads, railways, and Water Recycling Centres. The actual size and treatment of the buffer would depend on the location and facility proposed.
- 2.9. Within urban areas there may also be potential for the integration of renewable energy and / or with district heating networks.

Urban Location Principles

- The location and design of buildings should complement the existing or planned scale and built form of the local area.
- The location should be selected to minimise vehicular conflict.
- Locations for new waste management facilities should be selected to maximise opportunities for buffers to more sensitive land uses. Buffer areas can include a wide variety of uses from employment use to landscape areas.

- Easy access to the main road network.
- Opportunities for new planting should be created and where possible buffer planting should be integrated with features including linkages to woodland.
- Proposals, including planting, should not be harmful to the character, appearance, and setting of the historic environment and specific historic assets.
- Proposals should seek to maximise the potential for renewable energy and / or in areas that could allow for the development of district energy networks.



Urban Edge / New Development Sites

- 2.10. Urban edge and major new development sites provide good opportunities for waste management facilities, where they can be designed as part of the development from the outset, and are also close to where the waste is generated. Sites within new development areas should incorporate temporary waste management facilities to service needs through the development phase. In appropriate cases these could then provide permanent facilities when the development becomes established.
- 2.11. Major new development areas are likely to include a range of land uses, including residential development, some employment land, open space and possibly local community facilities. Land use planning, including the use of Master Plans, can determine appropriate locations for waste management facilities. This may be within traditional areas such as employment land, or through a more imaginative approach, waste management can be successfully integrated with other forms of planned land uses. The needs of the existing communities living and working adjacent to major development areas or in urban fringe areas must also be taken into account when considering where to locate a new waste facility.
- 2.12. Buffers between waste facilities and residential areas could comprise employment land uses, car parking and landscape areas. Locations close to local facilities such as shops and community halls could be appropriate and may minimise travel. The actual design of the facilities and buffers that may be appropriate, would depend on the context, with the plan above showing a possible arrangement. The detailed design within a new development area should be carefully considered and include appropriate buffers created by different land uses or landscape treatments, supplemented by high quality design. Access to a good road network is important and facilities should be located to avoid HCVs having to travel through residential areas.
- 2.13. New development proposals will require the use of sustainable technologies, particularly to address the challenges of climate change. Possible technologies include combined heat and power, and bioreactors, using waste as fuel to generate heat and power. In the case of locating heat and power facilities consideration would need to be given to the location of the waste management facility, but also to potential users of the energy generated, and the means of transfer for the heat/power.

Urban Edge / New Development Principles

- Facilities should ideally form part of the initial masterplan.
- The location and design of buildings should complement the planned scale and built form of the local area and new development areas.
- The location should be selected to minimise vehicular conflict avoiding access through residential areas.
- The development should maximise opportunities for buffers to more sensitive land uses. Buffer areas can include a wide variety of landscape, tree belts, open spaces, parking, ponds, and nature conservation areas.

- Facilities could form buffers themselves, between sensitive land uses such as residential areas, and major roads, railways or Water Recycling Centres.
- Easy access to the main road network should be provided.
- Opportunities for new planting should be created and where possible buffer planting should be integrated with existing landscape/woodland features.
- Proposals, including planting, should not be harmful to the character, appearance, and setting of the historic environment and specific historic assets.
- The needs of existing communities must be taken into account.

Co Location of Facilities

- 2.14. Co-location of waste management facilities can offer significant benefits in reducing the need for transport of waste and the treated product in operational terms and is encouraged. There are synergies in different collection and treatment methods, and bringing more than one facility together can maximise the amount of resource recovery that can take place and provide a more sustainable waste management solution.
- 2.15. Co-location also makes for an efficient use of land which may also offer benefits in reducing the transport of waste. Some facilities may be co-located at landfill sites where the ancillary use would be tied to the life of existing time limited operations. However, any proposal for a range of facilities must address the cumulative effects of the proposal, to ensure that overall environmental effects are acceptable.

Temporary Facilities

- 2.16. Major construction sites or development areas should provide temporary waste management facilities to separate and recycle construction and demolition waste. The on-site facilities would encourage re-use of recycled material, minimise the transport of waste materials from the site and reduce the need for importation of new materials, thereby reducing the overall impact on the surrounding road network.
- 2.17. Temporary facilities should have the ability to recycle or reuse building materials including brick, concrete, plasterboard, metals, glass, wood and soils. Although temporary, some of these facilities would be in place throughout the construction period (this may become years in the case of new development areas) and should be in place from the commencement of development. The nature of major development may mean that the facility may need to be moved within the site to reflect the approved development phasing plans. Temporary screening can be used to minimise impacts on completed parts of the development.

3. Design Criteria

- 3.1. The design criteria below cover a range of design topics to be addressed in the design of facilities. Some of the issues may only apply to certain types of facility, while others will apply to all. Design choices should be clearly explained in the documentation supporting a planning application whilst being proportionate to the size of the proposal.

Built Form

- 3.2. Different approaches to built form would be appropriate depending on whether it is an urban or rural location. In rural locations it could be appropriate to follow a form reflecting agricultural buildings. Simple portal frame buildings, with metal or timber cladding would be appropriate, although more imaginative schemes should also be considered.
- 3.3. Consideration should be given to the scale of the setting and the massing of the built form. It may be possible to vary the size and height of different parts of the building to provide visual interest. The overall size of the building footprint, and associated built works, should be minimised to avoid potential adverse impacts on landscape.
- 3.4. As part of an overall approach to sustainability the use of green and brown roofs should be considered together with provision for the enhancement of biodiversity. Colour treatment should be simple. Green, brown and grey coloured cladding is likely to be most appropriate.
- 3.5. The built form in an urban setting and urban edge setting provides more opportunity for an imaginative bold design approach. The buildings by their nature are likely to be fairly large in scale, and can comprise metal frame struts with cladding. However, there is still scope for more innovative design and use of alternative materials where this is appropriate. The roofs need not be simple portal frames but could be curved, monopitch or a combination of approaches.
- 3.6. Details need to be considered as an important part of the building and not as an add-on. Particular care should be given to corners, roof lines and how the building meets the ground. These have a significant effect on the overall impression of a building.
- 3.7. Any security buildings at the entrance should be considered as part of the overall design, and in a complementary architectural treatment to the main facilities.
- 3.8. The cladding of buildings could be profiled metal or metal panels. Office facilities could be incorporated into the main building facility, maintaining a simple 'low-key' external appearance, or could be stand-alone. If separate, the scale, height and massing of the different built forms should be carefully considered.
- 3.9. Any ventilation or extractor grills and any service pipes should be incorporated into the design of the facades, and not added insensitively as an afterthought. A broader range of colour treatments would be appropriate, depending on the individual settings. Space

should also be provided for the internal storage of materials including unprocessed waste and processed waste.

- 3.10. Further information can be found in national Planning Practice Guidance - Design¹

Built Form Principles

- In both rural and urban locations built form should reflect local distinctiveness and be sympathetic in design, although where appropriate, design may also be imaginative. Roof design should be carefully considered. Utilitarian portal frame buildings are unlikely to be of high enough design quality for urban locations.
- Cladding materials could include profiled metal or proprietary metal panelled systems, used in an imaginative way. Various colour treatments may be appropriate. Colour treatment and the design of the elevations should be of a scale and type with the surrounding townscape.
- Any vents, chimneys or service infrastructure should be designed positively as part of the scheme, and not added as an afterthought.
- Any security kiosks and weighbridges should be considered as part of the overall built form. Efficient use should be made of energy and resources.
- Space for the internal storage of waste should be provided.
- Consideration should be given to the massing of the buildings, in order to reduce the bulk of the proposals overall.
- Sustainable drainage systems should be used to control the flows and discharge rates of water.

Local Distinctiveness

- 3.11. All proposals should address local distinctiveness and, where appropriate, can be imaginative in their design. Local distinctiveness should be addressed through building form, colour treatment or materials and in appropriate cases urban art forms. Within new major development areas, local distinctiveness should be addressed by embracing the development vision for the area.
- 3.12. Further national information is available at: Planning Practice Guidance: Design²

Transport, Access, Parking and Circulation

- 3.13. The site should be accessible by sustainable forms of transport. Access, circulation and parking should be integral to the design of the site, and safe access for all users must be provided. Site layout should allow the early separation of cars and pedestrians/cyclists from HCVs. HCVs must be able to circulate efficiently, without

¹ <https://www.gov.uk/guidance/design>

² <https://www.gov.uk/guidance/design>

unnecessary reversing. Access for disabled employees and visitors should be integral to the design.

- 3.14. Operational areas should be located to minimise their noise and visual impact, for example, at the rear of the buildings or behind appropriate landscape areas. Car and cycle parking should be located away from the external working areas. In general the provision of car parking should be minimised, and cycle parking should be maximised. Showers and lockers should be provided for employees to encourage cycling. Landscaped parking areas could be used to form a buffer to more sensitive neighbouring uses. Covered cycle storage should be provided.
- 3.15. At Household Recycling Centres, and other facilities where the public will visit in addition to the operational staff, circulation and signage is particularly important.
- 3.16. Further national information: Planning Practice Guidance - Design - Assess and Inclusion; Planning Practice Guidance - Travel Plans, Transport Assessments and Statement

Transport, Access, Parking and Circulation Principles

- Clear, safe circulation for HCVs, cars, cyclists and pedestrians.
- Operational areas well screened by buildings, landscape or less sensitive neighbouring uses.
- Safe access for the public on sites where public access is possible.
- Covered cycle storage, showers and lockers for staff.
- Potential use of energy-efficient low-emission fuels.
- Separate access for cyclists/pedestrians from cars.

Lighting

- 3.17. Lighting is an integral part of design. Exterior service areas must be lit to meet health and safety requirements. The building orientation should be designed so that highly lit areas around the building are located on the less sensitive aspects. The building itself may be able to screen the highly lit areas. Lighting equipment that minimises the upward spread of light above the horizontal should be used. Luminaires should reduce light spill and glare to a minimum. Glare should be kept to a minimum by ensuring the main beam angle of all lights directed towards any potential observer is kept below 70 degrees. Higher mounting heights allow lower main beam angles, which reduces glare. A balance may have to be struck between the daytime impact of tall mountings, against the nighttime impacts of reduced glare.
- 3.18. The Institute of Lighting Engineers has produced Guidance Notes for the reduction of Light Pollution (see below). This includes guidance and good practice in relation to the provision of lighting appropriate to the setting of the development.

- 3.19. Developers should also take into account the sensitivities of biodiversity, in particular protected species which are sensitive to lighting, such as bats.
- 3.20. Further national Guidance: Planning Practice Guidance: Light Pollution³; Institute of Lighting Engineers' Guidance Notes for the Reduction of Obtrusive Light GN01:2011⁴

Lighting Principles

- Provision of a lighting scheme and supporting information to demonstrate the scheme is compliant with relevant guidance.
- Minimisation of light pollution and efficient use of energy.
- Potential use of solar panels on rooftops and / or other forms of micro generation of power to reduce energy cost and environmental impact.

Landscape and Boundary Treatments

- 3.21. The starting point for any landscape or boundary treatment should be the local landscape character, and ecological and landscape surveys. The landscape proposals should make use of existing features, protect existing habitats and features of value, and help assimilate the project into its surroundings, reinforcing the essential characteristics of the local landscape or townscape. Information on landscape character is available nationally and locally. All landscape proposals must be in accordance with local landscape character and should reflect information on native species appropriate to each character area.
- 3.22. The key principles include:
- Sufficient space should be allowed for a quality landscape treatment, and planting between roads and buildings.
 - Native species should be used, appropriate to the locality.
 - Proposals should enhance biodiversity and mitigate for any unavoidable losses.
- 3.23. Most facilities will require secure boundary treatments. The design of the boundaries should be considered as part of the overall design. Secure boundaries typically 2.4m high may be required. They should be visually sympathetic as well as practical. Galvanised palisade fencing would rarely be acceptable, either in an urban or rural setting.
- 3.24. Acceptable boundary treatment may include colour-coated palisade fencing (typically dark green or black), or coloured mesh panel fencing. Chainlink fencing is unlikely to be acceptable.

³ <https://www.gov.uk/guidance/light-pollution>

⁴ <https://www.theilp.org.uk/documents/obtrusive-light/>

- 3.25. All gates should match the adjacent fencing, and be appropriately colour coated.
- 3.26. Mounding is another potential boundary treatment. However, this would only be acceptable where it is in keeping with the surrounding landscape character. Steeply sloping mounds also tend to dry out rapidly, making it difficult to successfully establish landscape planting on them. Nevertheless, in some instances, carefully considered land modelling could help to reduce low level visual and noise impacts of new facilities. When this is the case the slopes should not normally exceed 1 in 5, and should allow for plants to establish. If space is restricted the combined use of retaining structures and earth modelling could be considered. Gabion baskets with aggregate provision could provide a suitable solution and can create useful habitat, by providing potential refuge for reptiles and amphibians.
- 3.27. 'Offsite' landscape planting can be useful in some places, providing visual screening close to potential viewpoints.
- 3.28. High quality landscaped areas should be incorporated into the design at an early stage. Suitable management arrangements should be in place to ensure that the landscaping scheme is well maintained.
- 3.29. Further Information: Cambridgeshire Landscape Guidelines⁵; national: Planning Practice Guidance - Design - Local Character⁶

Landscape and Boundary Treatment Principles

- Use of high quality materials (not galvanised palisade fencing or chainlink).
- Sensitive combination of planting with secure boundary treatment.
- Appropriate use of earth modelling, using gentle slopes, with sufficient space and with no effects on local land drainage and flood defences.
- Use of thorn hedging for both screening and re-enforcing boundary treatment.

Noise

- 3.30. Facilities have the potential to cause noise nuisance. Mitigation can be achieved through sensitive location and sympathetic design as well as best practical means to control noise (noise abatement measures). Some facilities can be located inside buildings which allows much greater control over noise effects along with careful selection of processing plant. Detailed landscape treatment, including careful consideration of levels and any landscape buffers, can also help with noise mitigation. Developers should use 'Smart' or 'white noise' reversing beepers or equivalent on all on-site vehicles, and for road going delivery vehicles. These beepers reduce the potential nuisance caused by vehicles reversing whilst still assisting safe site

⁵ <https://www.cambridgeshire.gov.uk/residents/libraries-leisure-&-culture/arts-green-spaces-&-activities/protecting-and-providing-green-space/>

⁶ <https://www.gov.uk/guidance/design#local-character>

operations, other technology may achieve similar effects. Limiting the hours of working can also provide a form of mitigation.

- 3.31. Where noise may be a potential issue developers may be required to carry out a background noise level survey, and to evaluate the impact of the development against it. The noise report should indicate the types of activity and predicted noise levels, details of traffic movement and hours of operation, along with appropriate mitigation and noise level monitoring and reporting. The purpose of a noise survey is to assess noise impact locally, characterise the existing noise climate at noise sensitive premises, and to help ensure that the best practical means is used to mitigate any adverse noise when taken on a cumulative basis. The latter may include noise monitoring at agreed points / sensitive receptors which could be off site. In such circumstances the Councils may require that noise monitoring and reporting arrangements be secured through a legal agreement. Noise generated through construction should also be a consideration.
- 3.32. Further national information: [Planning Practice Guidance - Noise](#)⁷

Noise Principles

- Use of good insulation of buildings to reduce noise level.
- Provision of a noise report, demonstrating compliance with agreed noise limits.
- Mitigation measures should be built into the evolving design to achieve the required level of attenuation.
- Use of 'Smart' reversing beepers, or smart alarms.
- Monitoring arrangements to ensure compliance with agreed noise limits.
- Use of sensitive location and sympathetic design.
- Consideration of landscape areas within and bordering the site.
- Use of battery powered vehicles to reduce noise levels.

Air Quality

- 3.33. Air quality issues may arise from on and off site dust, this may come from different sources for example, traffic, and from the on site operations of the facility. Emissions from most Energy from Waste facilities will be monitored and regulated by the Environment Agency through their environmental permitting regime. Particulate concentrations are particularly high in parts of Cambridgeshire and Peterborough, and the contribution of any waste management could be relevant to attainment of local air quality objectives.

⁷ <https://www.gov.uk/guidance/noise--2>

- 3.34. Mitigation could include enclosing processes in buildings with controls on emissions, and the use of energy efficient low emission fuels. Dust can arise from the movement of waste materials during processing, such as tipping and external stocking. A number of systems are available to minimise problems. These include maintaining negative air pressure in waste reception halls, to draw any dust or emissions into the building, rather than letting them escape through the doors. Filters can be used to control emissions to air.
- 3.35. Fixed and mobile spray systems can also be utilised to minimise dust by damping down. Careful building design can allow natural cleansing by rainwater to maintain and clean building elevations.
- 3.36. The Environment Agency monitors emissions from waste management developments and developers should seek their advice at an early stage.
- 3.37. Proposals should include mitigation measures to maintain and improve air quality by the management of dust and odour.
- 3.38. Further information: Planning Practice Guidance - Air Quality⁸; Cambridgeshire Insight - Air Quality⁹.

Air Quality Principles

- Measures to control air quality, dust and odour.
- Potential use of energy efficient low emission fuels.
- Locating waste management facilities downwind from sensitive receptors.

Water

- 3.39. All schemes should include measures to ensure water quality and the efficient use of water. Pollution control measures should be incorporated to ensure that any water that leaves the site is to an acceptable quality standard. For facilities such as composting sites, any water collected could be captured, recirculated and reused to aid the composting process. Facilities should also include measure to minimise water usage. Any landscape treatment should be designed to minimise any requirements for irrigation.
- 3.40. Sustainable drainage systems (SuDS) should be used to manage surface water run-off and maintain water quality. SuDS may include such methods as swales, lagoons, reedbeds, retention ponds, filter strips, infiltration and permeable paving to minimise the run-off and the amount of water entering watercourses. Any SuDS measures should be fully integrated with the landscaping proposals, with an

⁸ <https://www.cambridgeshire.gov.uk/business/planning-and-development/flood-and-water/surface-water-and-sustainable-drainage-systems-suds-planning/>

⁹ <https://cambridgeshireinsight.org.uk/environment/airquality/>

appropriate overarching management regime. Careful consideration should be given to the adoption and long-term management of such systems.

- 3.41. Further information: Cambridgeshire County Council - Surface water and sustainable drainage systems (SuDS) planning¹⁰

Pest / Vermin / Bird Control

- 3.42. Schemes should include measures to prevent pests and vermin as appropriate. Such matters are regulated by the Environment Agency who should be approached for advice in design. Examples of mitigation include site management practices, vermin proof vents and rapid closing doors.

Security

- 3.43. Safety and security should be considered for each of the design elements, whether building construction, boundary treatments or landscape design. The principles in 'Secured by Design'¹¹ published by the Association of Chief Police Officers (ACPO) should be followed. Waste management facilities should be planned in a way that makes sure the blocks overlook their surrounding spaces, such as cycle routes and footpaths to increase surveillance. Where possible, windows and doors opening onto public roads and footpaths can provide greater security for users of the waste management facilities. Blank walls should be avoided if possible. If the incorporation of fenestration is not possible for technical reasons, these walls should be enhanced by the introduction of additional building materials and/or patterned brickwork to add architectural interests. Vulnerable areas should be well lit.
- 3.44. Further national Information: Planning Practice Guidance: Design - Security Measures; Secured By Design¹²

Energy Efficiency and Sustainable Construction

- 3.45. Sustainable construction techniques take account of ways to reduce waste, flood risk and pollution, minimise energy requirements, and use local and renewable materials and sources, during the construction, occupation and demolition of development.
- 3.46. Developers should seek to use re-used or recycled materials. Local supply options should be used to minimise travel distances. Opportunities to use standard sizes and accurate estimates of materials to minimise off-cuts and waste should be followed. The use of PVC should be minimised. Construction materials should be low maintenance and durable. Consideration should also be given to eventual decommissioning of facilities, re-use, recycling and / or disposal of materials.
- 3.47. The ozone depletion potential and global warming potential of all materials should be considered and the use of unsustainable materials minimised.

¹⁰ <https://www.cambridgeshire.gov.uk/business/planning-and-development/flood-and-water/surface-water-and-sustainable-drainage-systems-suds-planning/>

¹¹ <http://www.securedbydesign.com/>

¹² <https://www.gov.uk/guidance/design#security-measures>

- 3.48. Buildings should be designed to minimise carbon emissions and energy use throughout the life of the building. Designs should maximise the use of controlled daylight, and the opportunity to control solar gain. The use of heat recovery systems should be investigated and high levels of insulation should be provided. Other aspects to consider include the feasibility of the generation of renewable energy and/or use of green electricity and heating. Roofs may also be appropriate for solar panels which help reduce energy costs.
- 3.49. The proposals should be designed to reduce energy consumption and to minimise heat loss. Proposals should also include the use of renewable energy sources where possible such as solar, ground source heat, wind.
- 3.50. Construction materials should generally be those achieving an 'A' summary rating in the BRE publication, the 'Green Guide to Specification'¹³. Development proposals should seek to achieve a sustainability rating that results in high levels of performance against BREEAM¹⁴ that standards that are prescribed nationally at the time or alternatively in accordance with local planning authority standards where these are more stringent.
- 3.51. Further advice on sustainable construction is available from the Building Research Establishment (BRE)¹⁵, who provide advice and consultancy.

Energy Efficiency and Sustainable Construction Principles

- Consider the site's context and function within its wider setting; the opportunity to improve connectivity by foot, cycle, public and private transport to and from neighbouring uses and features.
- Where possible, extend the life of buildings by renovation and refurbishment.
- Use whole-life thinking and design for flexibility, to extend building lifetimes, to encourage future re-use and recycling of products and materials, during construction, occupancy and demolition phases of the development.
- Incorporate resource efficiency measures, which aim to minimise demand for water, energy or other natural resources.
- Design to minimise operational environmental impacts.

¹³ <http://www.bre.co.uk/greenguide/>

¹⁴ <https://www.breeam.com/>

¹⁵ <http://www.bre.co.uk/>

4. Facility Guidelines

- 4.1. This section provides further detail on how the guidance can be related to individual facilities. This section is not exhaustive as new technologies will evolve. Planning conditions will ensure that mitigation measures are delivered. These measures can protect compatibility with the environment and surrounding land uses, and can be required, monitored and enforced. The key issues and recommendations for mitigation and management are outlined in the following section.

Summary of Common Issues

	Traffic / Access	Air / Dust	Odour	Noise	Litter	Flies, vermin and birds	Water Resources	Landscape and visual Impact
Material Recovery Facility	●	●		●	●		●	●
Windrow Composting	●	●	●	●			●	●
In-vessel Composting	●	●	●	●		●	●	●
Anaerobic Digestion	●	●	●	●	●	●	●	●
Inert Waste Processing	●	●		●				●
Energy from Waste	●	●	●	●	●	●	●	●
Household Recycling Centres	●	●		●	●	●	●	●
Transfer / Bulking up Facilities	●	●	●	●	●	●	●	●
Mechanical Biological Treatment	●	●	●	●	●	●	●	●
Pyrolysis / Gasification	●	●	●	●	●	●	●	●
Water Recycling Centres	●		●				●	●

Indication of Suitable Locations & Common Built Forms

	Urban Areas	Urban Fringes	Rural Locations		Indoor / Building	Outdoor (with structures)	Stack
Material Recovery Facility	●	●	●		●		
Windrow Composting			●			●	
In-vessel Composting		●	●			●	
Anaerobic Digestion		●	●		●	●	
Inert Waste Processing	●	●	●		●	●	
Energy from Waste	●	●	●		●		●

Household Recycling Centres	●	●			●	
Transfer / Bulking up Facilities	●	●	●		●	●
Mechanical Biological Treatment	●	●	●		●	
Pyrolysis / Gasification	●	●	●		●	●
Water Recycling Centres	●	●	●		●	

Examples of Potential Mitigation

Issue	Potential mitigation
Traffic / Access	<ul style="list-style-type: none"> • Design internal roads for ease of access and vehicle routing and manoeuvring. • Encourage use of sustainable transport and provision of cycle parking for visitors and staff, and adequate parking for staff. • Locate near good road or rail access. • Route traffic away from inappropriate roads, residential areas and schools. • Use traffic routing agreement. • Separation of public and operational traffic.
Air / Dust	<ul style="list-style-type: none"> • Dust suppression systems. • Landscaping, including soil bunds. • Negative pressure ventilation systems. • Operational management practices. • Mounding and planting. • Wheel cleaning facilities.
Odour	<ul style="list-style-type: none"> • Odour suppression incorporated into dust suppression system. • Operational managements practices. • Use of biofilters and deodorisers to treat exhaust air.
Noise	<ul style="list-style-type: none"> • Acoustic fencing. • Appropriate orientation of building. • Careful positioning of machinery / plant. • Design of building with acoustic features, e.g sound proofing. • Fit silencers to plant and machinery. • Hard landscaping including soil bunds. • Use of "smart" or 'white noise' reversing beepers.
Litter	<ul style="list-style-type: none"> • Appropriate storage. • Litter fences. • Operational management practices including litter picking.
Flies, Vermin & Birds	<ul style="list-style-type: none"> • Ventilation and ducts fitted with bird cages. • Drainage system to be fitted with grates. • Operational management practices. • Rapid shutting doors. • Vermin proof design.
Water Resources	<ul style="list-style-type: none"> • On site wastewater treatment. • Engineered containment. • Minimise water use and re-circulate used water. • Provision of sealed drainage system. • Separate collection of roof water.
Landscape visual impact	<ul style="list-style-type: none"> • Careful consideration of design, positioning and colour of boundary treatment. • Design of building and stack that is responsive to local context, taking an appropriate form, massing and size using appropriate materials,

	colours and detailing. <ul style="list-style-type: none"> • Tree and hedgerow planting.
--	--

Guidelines for Specific Facilities

Material Recovery Facilities

- 4.2. These facilities receive source separated, co-mingled, commercial and municipal waste such as paper, card, glass, plastics, steel or aluminium. Waste is mechanically sorted further, separated, bulked and sold for recycling. MRFs and their associated fixed machinery are located within buildings, with measures to minimise noise, dust and odour issues. Large doors are required to allow access to vehicles tipping waste materials and for it's subsequent collection. Sufficient space is required, ideally within the building itself, for the storage of bulked up waste materials, prior to collection. These operate at different scales though the annual throughput is generally between 50,000 and 100,000 tonnes. MRFs typically require a site between 0.5Ha and 3Ha in size.
- 4.3. Facilities are likely to generate traffic, particularly HCVs, and should be located close to the main road or rail network. Many nuisance issues associated with putrescible wastes do not apply to MRFs as these mainly deal with paper, cardboard, plastics, cans etc; but there are potential amenity issues such as odour (where materials such as plastics are not washed), noise and litter. An urban or rural location could be appropriate, and facilities could be located within major development areas. A buffer is likely to be required between facilities and residential areas. Facilities will be located within buildings, and with good quality design and mitigation, facilities may require a buffer / stand off distance from sensitive receptors. Each proposal will be subject to detailed assessment, including consideration of mitigation measures, which may mean this distance can vary.
- 4.4. **Common Issues:** Traffic / Access; Some Odour, Noise; Litter; Water Resources, Landscape & Visual Impact.

Windrow Composting

- 4.5. Composting is a biological process in which micro organisms convert biodegradable matter into a stabilised residue known as compost. The majority of waste composted in the UK is garden type waste. The biodegradable waste is shredded into finer particle sizes to speed up the composting process. The shredded waste is then commonly formed into windrows of 1.5 to 3m in height for composting. The process typically takes 8 to 14 weeks. The windrows are usually turned mechanically or aerated by fans. The process can take place outdoors, or in covered simple buildings. Facilities can vary in size, but are typically between 1 Ha and 4 Ha in size.
- 4.6. Traditional windrow composting is appropriate in rural locations and would not normally be appropriate in an urban situation. Facilities should have good access to the primary road or rail network.

- 4.7. **Common Issues:** Traffic / Access, Air / Dust, Odour, Noise, Water Resources, Landscape and Visual Impact.

In Vessel Composting

- 4.8. This involves the composting process inside a vessel where conditions are optimised for breakdown of materials. After the initial enclosed process the compost is matured in a part open area process. The process is quicker than windrow composting and allows a higher degree of process control. Facilities usually include a waste reception hall and the vessels themselves, which could comprise: silos, containers, agitated bags, tunnels and enclosed halls. Facilities can again vary in size, but are typically between 1 Ha and 4Ha in size.
- 4.9. Facilities are likely to generate traffic, particularly HCVs, and should be located close to the main road network. In Vessel enclosed facilities can be located in urban or rural locations, or within new major development areas. Facilities may require a stand off / buffer distance from sensitive receptors. . This would however be dependant on the precise type of operation and levels of control that can be achieved. With good levels of control such as carrying out operations in buildings with biofilters, a smaller buffer may be appropriate.
- 4.10. **Common Issues:** Traffic / Access, Air / Dust, Odour, Noise, Pests / Vermin / Birds, Water Resources, Landscape and Visual Impact

Anaerobic Digestion

- 4.11. This is the biological treatment of biodegradable organic waste within a vessel, in the absence of oxygen, using microbial activity to break down the waste in a controlled environment. Anaerobic Digestion results in the generation of:
- Biogas rich in methane and can be used to generate heat and/or electricity,
 - Fibre potentially used as a soil conditioner,
 - Liquor potentially used as a liquid fertiliser.
- 4.12. For the treatment of household waste, specialist facilities are required. Facilities are typically up to 1 Ha in size.
- 4.13. Facilities are likely to generate traffic, particularly HCVs, and should be located close to the main road network. An urban or rural location could be appropriate for facilities located within buildings. Facilities may require a stand off / buffer distance from sensitive receptors. Each proposal will be individually assessed, taking into account mitigation measures, and an appropriate distance will be determined. Co-location with composting facilities can aid disposal of the solid and liquid residues, and a rural location may be most appropriate for this.
- 4.14. **Common Issues:** Traffic / Access, Air / Dust, Odour, Noise, Litter, Pests / Vermin / Birds, Water Resources, Landscape and Visual Impact.

Inert Waste Processing Facilities

- 4.15. These recover waste materials such as soils, concrete, rubble, construction and demolition waste through a combination of crushing and mechanical screening operations. Facilities are often open air, but screening equipment can be installed in buildings to minimise environmental impact particularly in relation to dust generation. Facilities can vary significantly, but are typically between 1 Ha and 3 Ha in size.
- 4.16. Facilities are likely to generate traffic, particularly HCVs, and should be located close to the main road or rail network. There is the potential for amenity issues relating to noise and dust. An urban or rural location could be appropriate, and temporary facilities could be located within major development areas, and on quarries and landfill sites. A buffer is likely to be required between facilities and residential areas. Facilities may require a stand off / buffer distance from sensitive receptors. Each proposal will be individually assessed, taking into account mitigation measures, and an appropriate buffer distance will be determined.
- 4.17. **Common Issues:** Traffic / Access, Air / Dust, Noise, Landscape and Visual Impact.

Energy From Waste

- 4.18. Energy from waste facilities are typically characterised by large buildings, which are designed to handle high volumes of mixed waste, and / or secondary fuels such as refuse derived fuels, shredded tyres and waste solvent fuels. These facilities are designed to burn waste under controlled conditions at high temperatures; heat is received from the process to generate electricity or heat water as part of a wider utilisation scheme. Input waste volumes are typically reduced by 90%. Facilities include receptor halls, cement kilns, furnaces, heat recovery facilities and control rooms. The buildings are typically large in scale with tall chimneys. Energy from Waste facilities can also include an educational function informing people about recycling generally and the role of energy from waste facilities in terms of energy generation. Where such a function is to be provided it needs to be considered as an integral part of the design and operation of such facilities. Typical facilities require sites in the range of 2 Ha to 5 Ha in size.
- 4.19. Facilities are likely to generate high volumes of traffic, particularly HCVs, and should be located close to the main road or rail network. Facilities are likely to be large in scale and need sizeable sites to accommodate the plant and associated site works. An urban or rural location could be appropriate. With good quality design and mitigation, facilities could be located up to 250m from sensitive receptors. Each proposal will be individually assessed, taking into account mitigation measures, and an appropriate buffer distance will be determined. Facilities are likely to include tall structures with chimneys, and consultation with the Civil Aviation Authority or Ministry of Defence may be necessary when located with airfields in the vicinity.
- 4.20. **Common Issues:** Traffic / Access, Air / Dust, Odour, Noise, Litter, Pests / Vermin / Birds, Water Resources, Landscape and Visual Impact.

Household Recycling Facilities

- 4.21. Household Recycling Centres (HRC) provide a centralised collection facility to which householders can bring their waste, predominantly for recycling and reuse. These facilities vary from other waste management facilities in that they are provided for the use by the public.
- 4.22. A HRC must be accessible to members of the public. The public are responsible for transferring waste from their vehicles to the correct collection bay. When the containers within the bays are full, they will be sheeted prior to usually being removed from the site and replaced with an empty container. Busy periods tend to be at weekends, evenings and public holidays. New facilities are required in order to manage traffic effectively and maximise the space to increase recycling opportunities. Co-location with other waste management facilities maybe appropriate for new facilities minimising transport of the waste.
- 4.23. Public areas should be segregated from the service vehicles collecting the full containers. Modern facilities should be split level. Facilities need to be close to where the waste is generated.
- 4.24. The handling capacity of a HRC will depend on the design and size of the site. Sites tend to be minimally 1.2 hectares and can handle between 10,000 tpa and 25,000 tpa.
- 4.25. A key planning constraint with respect to HRC's will be traffic and access. Careful transport planning is required to minimise queueing. There also needs to be easy accessibility to the different waste stream deposit areas by the public, but minimal conflict with those driving through once they have deposited their waste.
- 4.26. Facilities are likely to generate traffic at off peak times and should be located close to the main road or rail network. Access to good public transport and footpath network would also be beneficial for users and employees. Facilities have the potential to cause nuisance from litter and odour. An urban location would be appropriate, close to the waste source. Facilities could be located within major development areas providing an adequate buffer is provided.
- 4.27. **Common Issues:** Traffic / Access, Air / Dust, Noise, Litter, Pests / Vermin / Birds, Water Resources, Landscape and Visual Impact.

Transfer/ Bulking up Facilities

- 4.28. These facilities receive waste from kerbside collections or commercial sources and bulk them up for onward transfer and processing. Facilities can be located within buildings depending on the types of waste being managed. Facilities vary in size and are are sometimes co-located with household recycling centres or processing facilities to maximise synergies and minimise travel.
- 4.29. Facilities are likely to generate traffic, particularly HCVs, and should be located close to the main road or rail networks. As the facilities operate by collecting waste from a more local area, before bulking up to move on to more strategic sites for processing, facilities are more likely to be located in smaller towns or settlements or near strategic infrastructure such as railheads.

- 4.30. At facilities accepting a putrescible waste there is the potential for litter odour and leachate. An urban or rural location could be appropriate, or they could be located with a major development area providing an adequate buffer is provided.
- 4.31. **Common Issues:** Traffic / Access, Air / Dust, Odour, Noise, Litter, Pests / Vermin / Birds, Water Resources, Landscape and Visual Impact.

Mechanical and Biological Treatment

- 4.32. This is a term that covers a range of technologies where waste is treated using biological and mechanical processes. The mechanical stage has two main roles. In many (but not all) technologies the waste is broken down into smaller parts, such as by shredding. Some recyclable material is then removed. In the biological stage the waste is compacted or digested, usually in an enclosed system. If an anaerobic system is used methane can be produced which can be used to produce energy. The site of plants can vary but would typically be between 1 Ha and 3 Ha in size.
- 4.33. Facilities are likely to generate traffic, particularly HCVs, and should be located close to the main road or rail network. Mixed household waste processing has the potential to cause additional nuisance from litter odours and leachate compared to MRFs. Facilities will be located within a building. An urban or rural location could however be appropriate, and facilities could be located within major development areas providing an adequate buffer is provided.
- 4.34. **Common Issues:** Traffic / Access, Air / Dust, Odour, Noise, Litter, Pests / Vermin / Birds, Water Resources, Landscape and Visual Impact.

Pyrolysis and Gasification Facilities

- 4.35. This is the treatment with heat of mixed waste within a vessel, in the absence or limited use of oxygen. Using this technique to breakdown the waste in a controlled environment results in the generation of:
- Biogas that can be used as a fuel or to generate electricity; and
 - Stable granules that can be further processed or recycled.
- 4.36. Specialist facilities are required. Facilities can vary in size.
- 4.37. Facilities can generate traffic, particularly HCVs, and should be located close to the main road network. An urban or rural location could be appropriate. Each proposal will be individually assessed, taking into account mitigation measures, and an appropriate distance will be determined.
- 4.38. **Common Issues:** Traffic / Access, Air / Dust, Odour, Noise, Litter, Pests / Vermin / Birds, Water Resources, Landscape and Visual Impact.

Waste Recycling Centres

- 4.39. Facilities for the recycling of waste water, including sewage and commercial effluents. Facilities include a range of mechanical and biological treatments, which increasingly

include apparatus and techniques for generating fuels / recovering energy from sewage treatment.

- 4.40. Facilities can generate traffic, particularly HCVs, and should be located close to the main road or rail network. There are potential amenity issues such as odour and air quality and a buffer is likely to be required between facilities and residential areas.
- 4.41. **Common Issues:** Traffic / Access, Odour, Water Resources, Landscape and Visual Impact.

Glossary

Air Pollution Control - A term used to describe the combination of techniques which together clean air emissions from processes prior to discharge to the atmosphere.

Anaerobic - In the absence of oxygen.

Anaerobic Digestion - Anaerobic Digestion is a process in which biodegradable material is encouraged to breakdown in the absence of oxygen. Waste is broken down in an enclosed vessel under controlled conditions, resulting in the production of digestate biogas.

Biodegradable - Capable of being broken down by plants and animals. Biodegradable municipal waste includes food and garden waste, paper and card.

Biodiversity - The relative abundance and variety of plant and animal species and Ecosystems within particular habitats.

Biogas - Gas resulting from the fermentation of waste in the absence of air.

Combined Heat and Power (CHP) - A highly fuel efficient technology which produces electricity and heat from a single facility.

Commercial Waste - Waste arising from premises which are used wholly or mainly for trade, business, sport, recreation or entertainment, excluding municipal and industrial waste.

Compost - A bulk reduced, stabilised residue resulting from the aerobic degradation of organic waste.

Energy from Waste - Facilities that burn waste. Heat is received that can generate electricity or heat water.

Feedstock - Raw material required for a process.

Gasification - A process where hydrocarbons are broken down by carefully controlling the oxygen present in a vessel.

Green and Brown Roof - Green roofs and brown roofs are constructed ecosystems located on top of building or structures, contributing to local biodiversity. The roof of a building is partially or completely covered in plants, which is generally believed to assist in reducing surface water run off from buildings, provide biodiversity habitat, reduce the visual impact of a building and effect the heat retention of a building.

Green Waste - Vegetation and plant matter from household gardens, parks, and commercial landscapes.

HCV - Heavy Commercial Vehicle.

Household Recycling Centre (HRC) - A facility where the public can dispose of bulky household and garden waste.

Incineration - The controlled thermal treatment of waste by burning, either to reduce its volume or its toxicity.

Industrial Waste - Waste from any factory or any premises occupied by an industry.

Inert Waste - Waste which will not or is slow to biodegrade or decompose e.g. soils, concrete rubbles, and construction and demolition waste.

In-vessel Composting - The aerobic decomposition of organic waste within an enclosed container, where the control systems for material degradation are fully automated. Moisture, temperature and odour can be regulated, and a stable compost can be produced much more quickly than outdoor windrow composting.

Landfill - Landfill is the controlled deposit of waste to land.

Leachate - Leachate is the term given to water which has come into contact with waste materials and which has drawn pollutants out of those materials into solution, thereby contaminating the water.

Leachate Treatment - Leachate treatment is a process to reduce the pollution potential of leachate.

Material Recovery Facility (MRF) - A facility to receive source separated waste, to sort it further and bulk it up for recycling.

Mechanical & Biological Treatment (MBT) - A range of technologies, for dealing with mixed waste, that can include shredding and separation and treatment of the organic element by digestion.

Mixed Waste Processing - Mixed waste processing is designed to recover valuable components from unsorted municipal solid waste for recycling and deliver a stabilised residue for final landfilling.

Municipal Solid Waste (MSW) - This involves household waste and any other wastes collected by the Waste Collection Authority or its agents, such as municipal parks and garden waste, and commercial or industrial waste.

Pyrolysis - Thermal breaking down of waste in a vessel in the absence of air producing bases that can be used a fuel and solid by products.

Sensitive Receptor - Physical or natural resource, special interest or viewer group that will experience an impact.

Transfer/Building up Facilities - Facilities for receiving waste from kerbside collection, to bulk them up for transfer for recycling or processing.










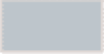



Waste Recycling Centres - Facilities to treat sewerage or commercial effluent. Waste water undergoing a variety of treatment, before release back into the water course or licenced discharge points.

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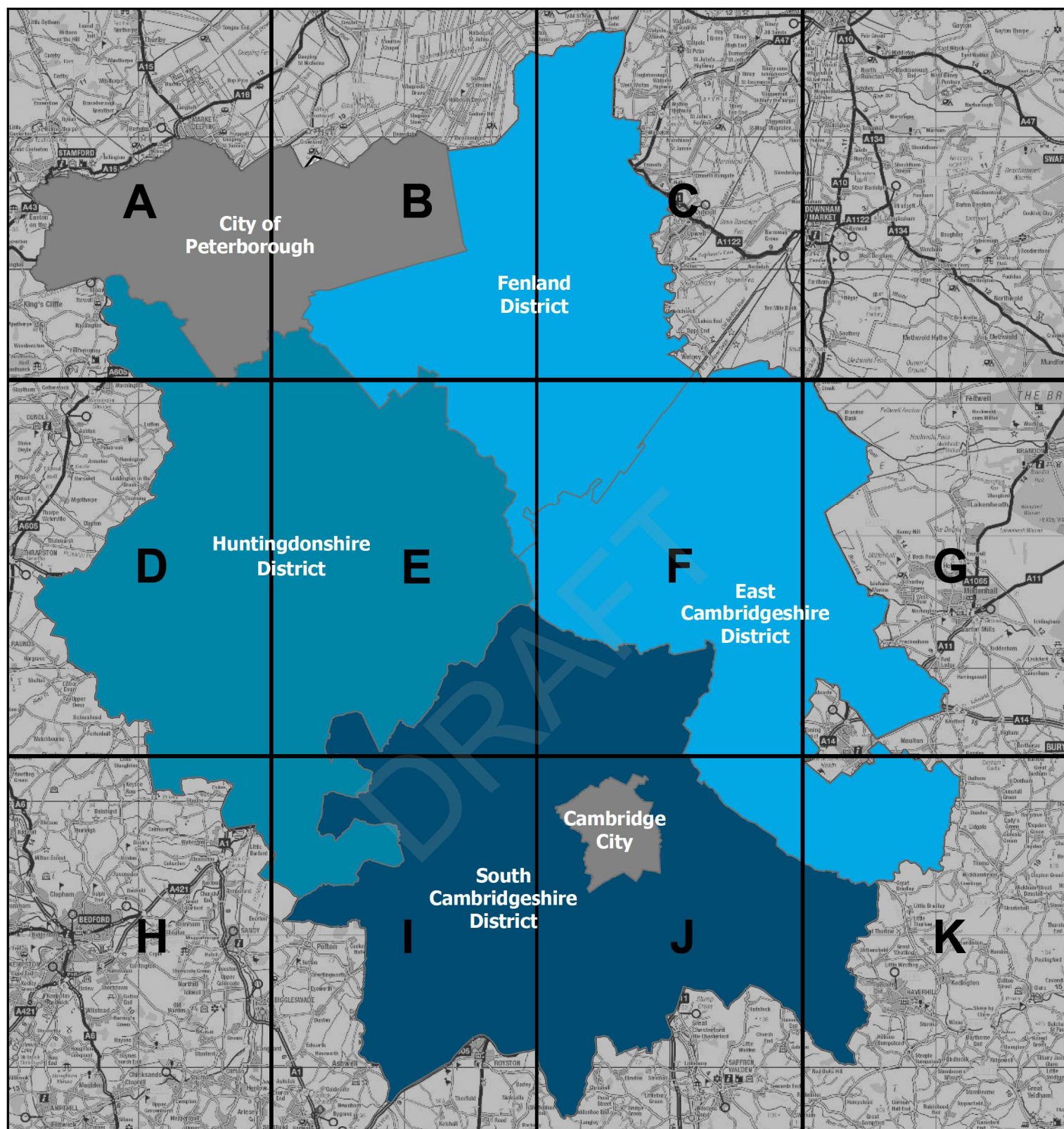
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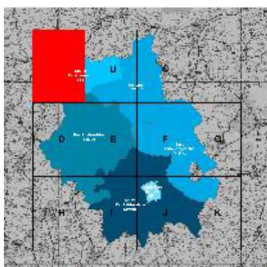
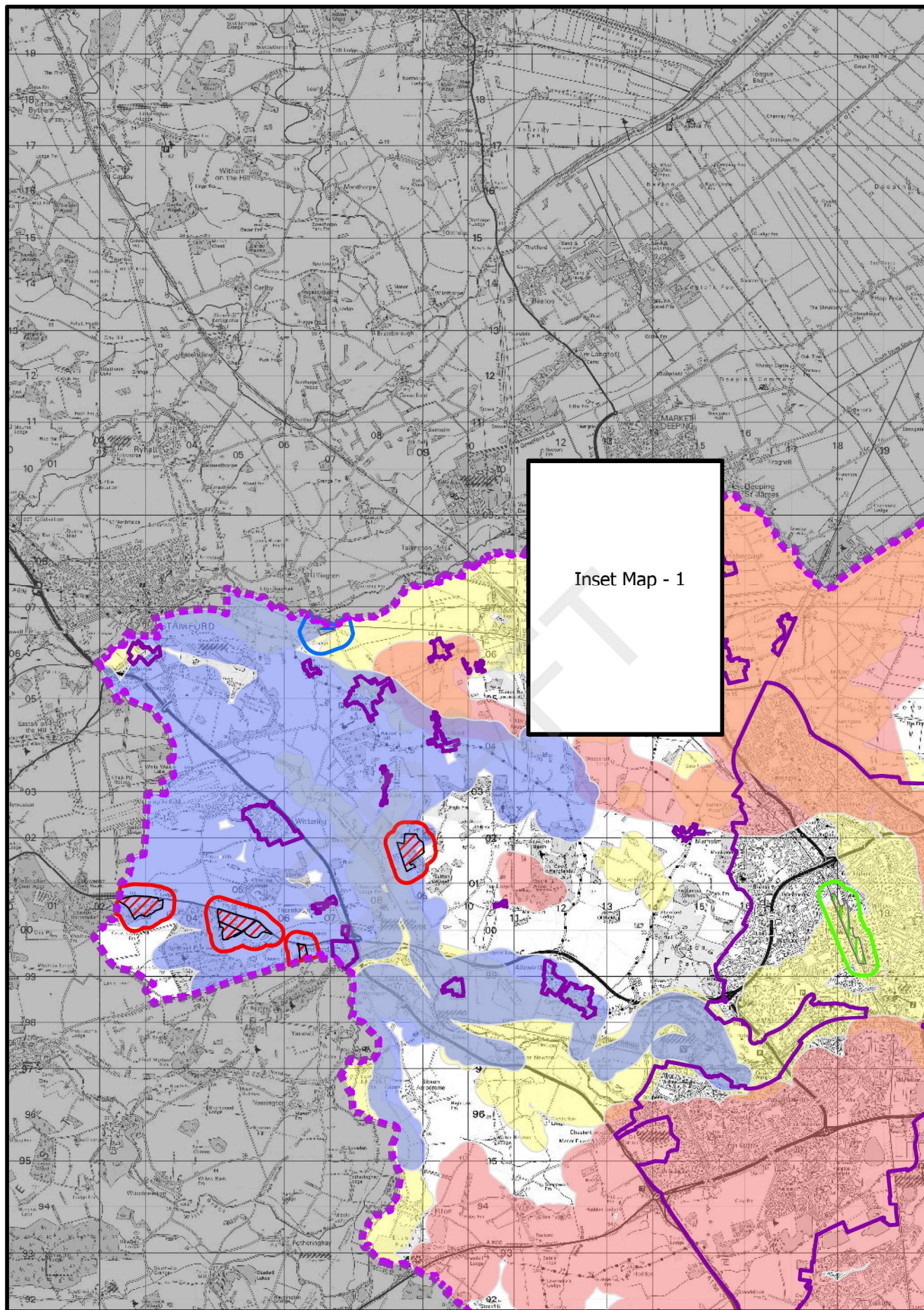
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Map Key

	MAA – Mineral Allocation Area
	MDA – Mineral Development Area
	WMA – Waste Management Area
	TIA – Transport Infrastructure Area
	WRA – Water Recycling Area
	CA – Consultation Area (MAA, MDA)
	CA – Consultation Area (WMA)
	CA – Consultation Area (TIA)
	CA – Consultation Area (WRA)
	Settlement Boundary
	MSA – Mineral Safeguarding Area (Brickclay)
	MSA – Mineral Safeguarding Area (Chalk)
	MSA – Mineral Safeguarding Area (Limestone)
	MSA – Mineral Safeguarding Area (Sand and Gravel)
	Plan Area Boundary

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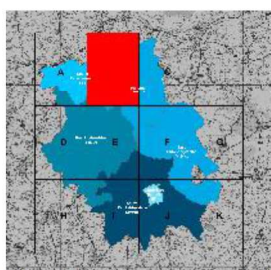
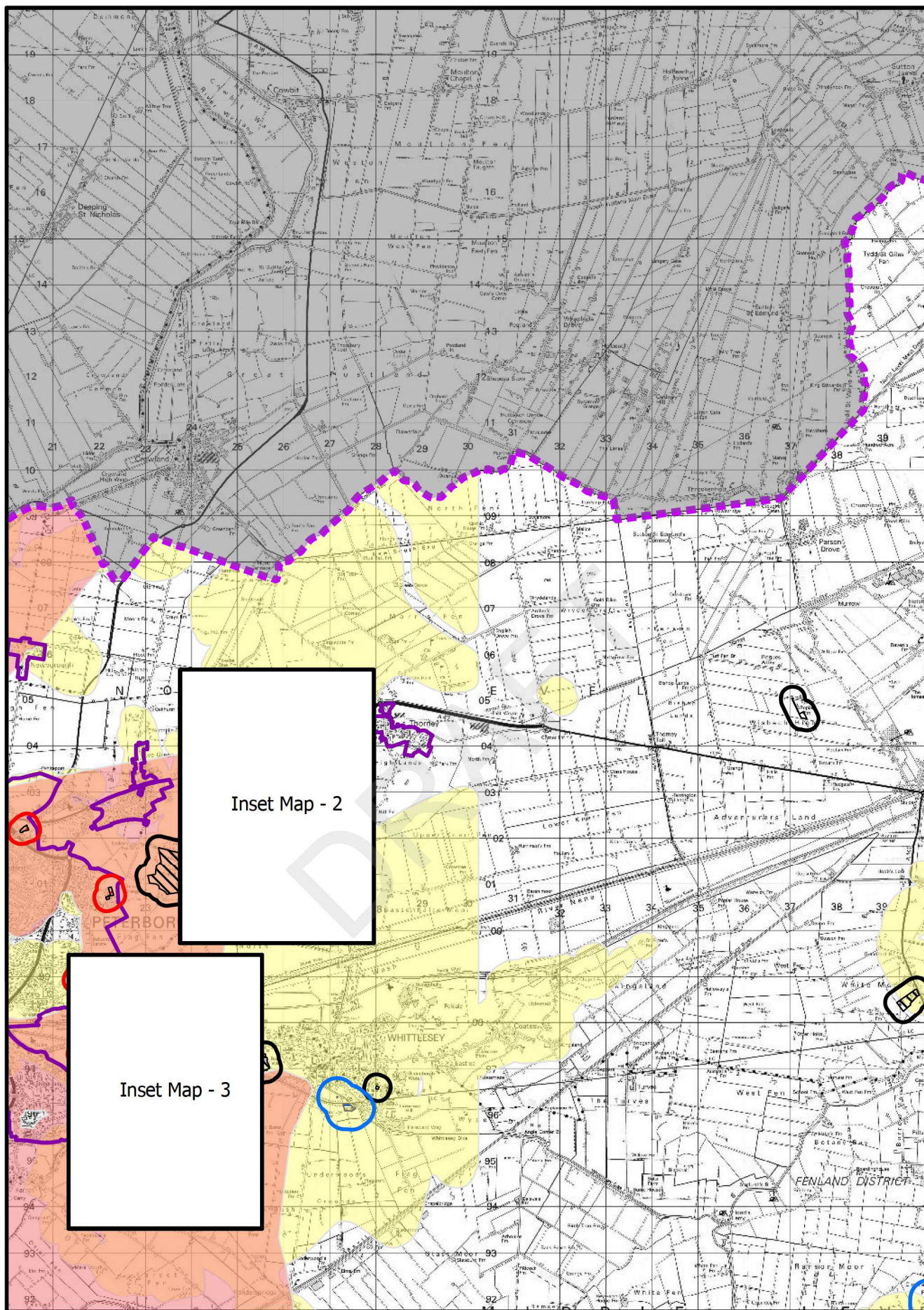
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Overview Map - A

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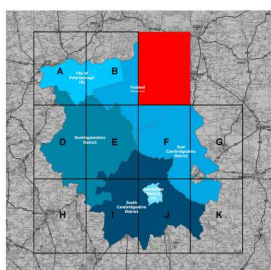
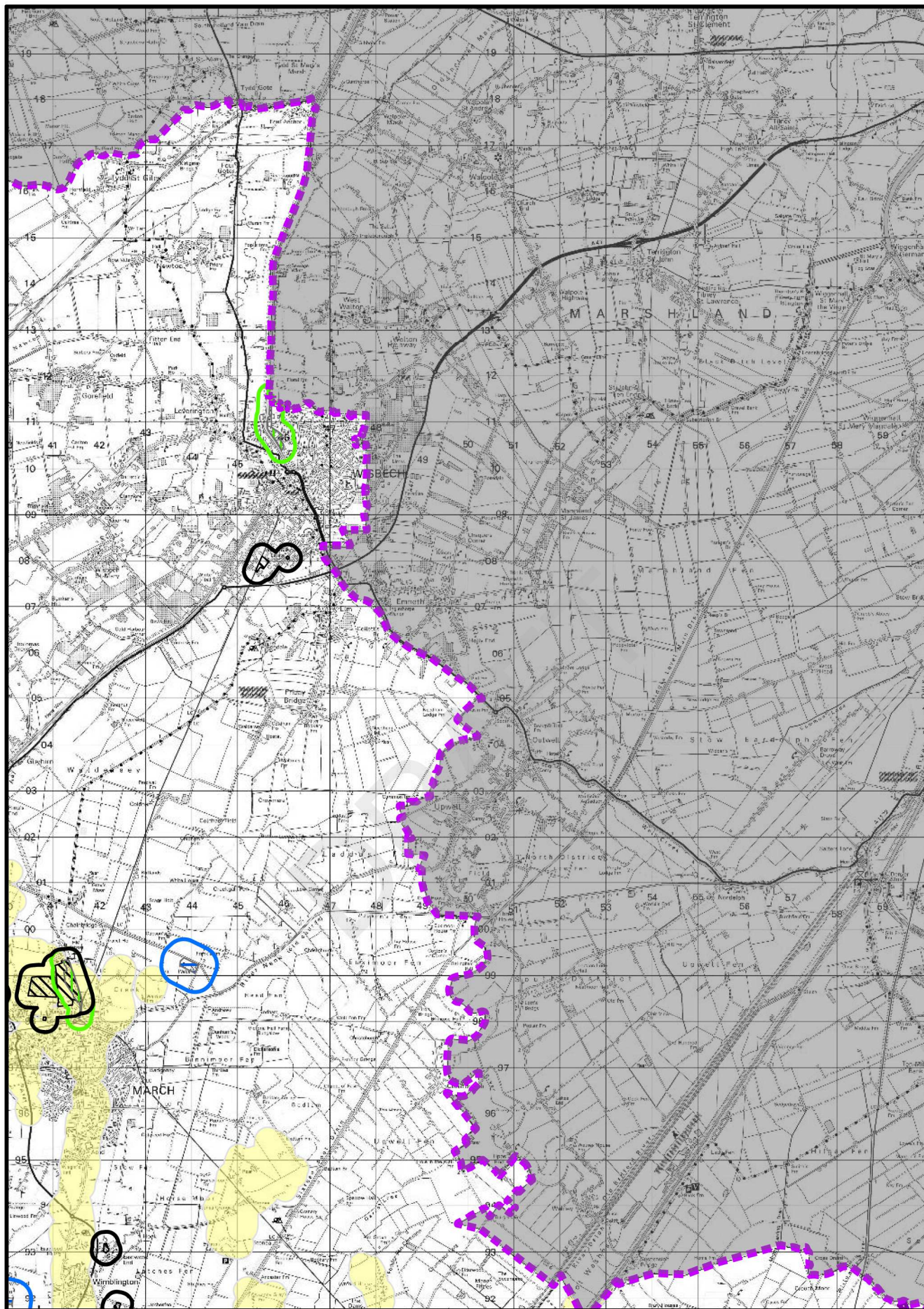
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Overview Map - B

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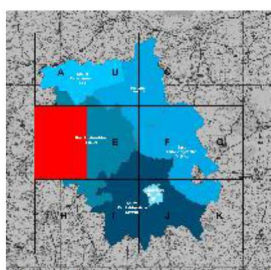
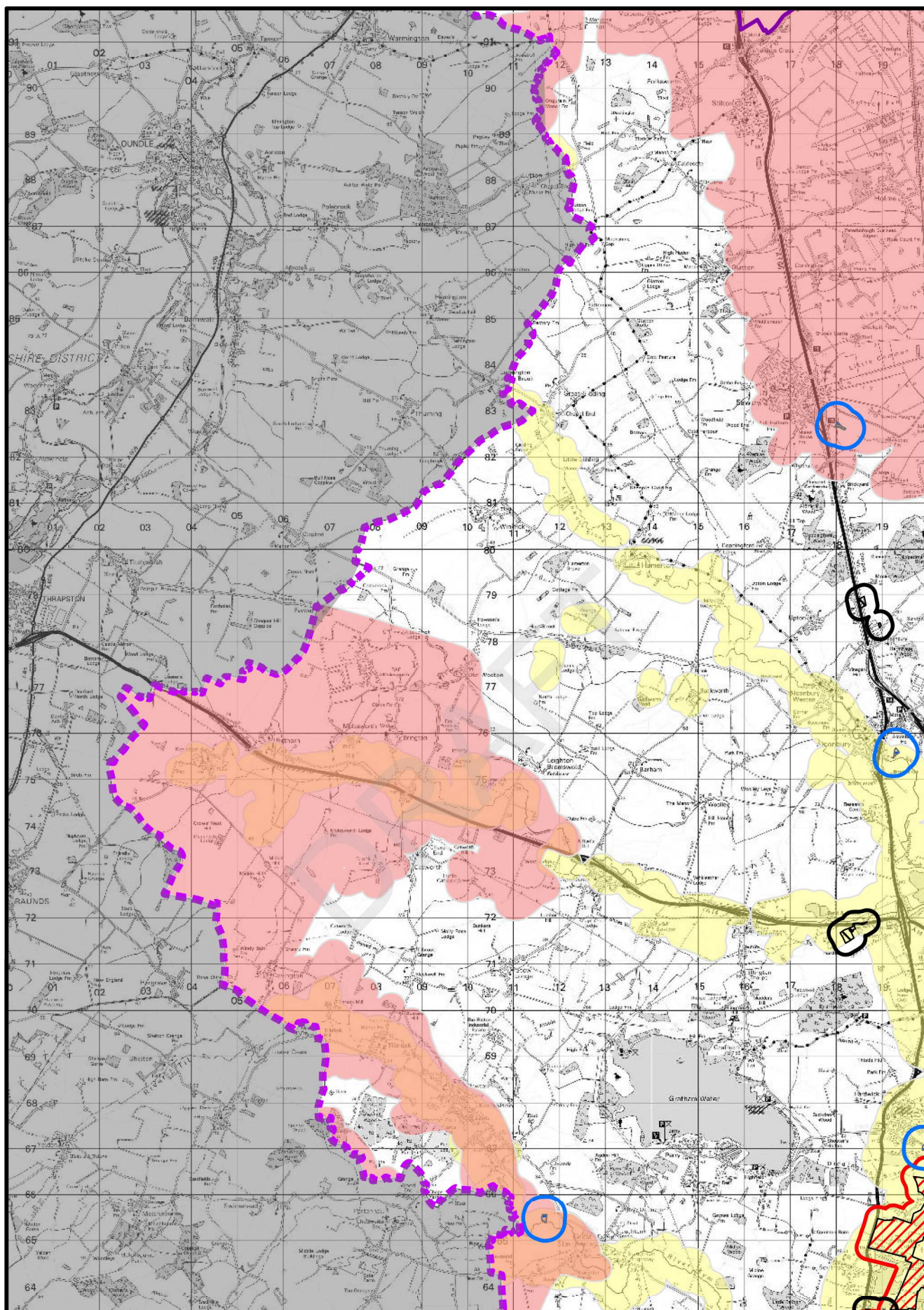
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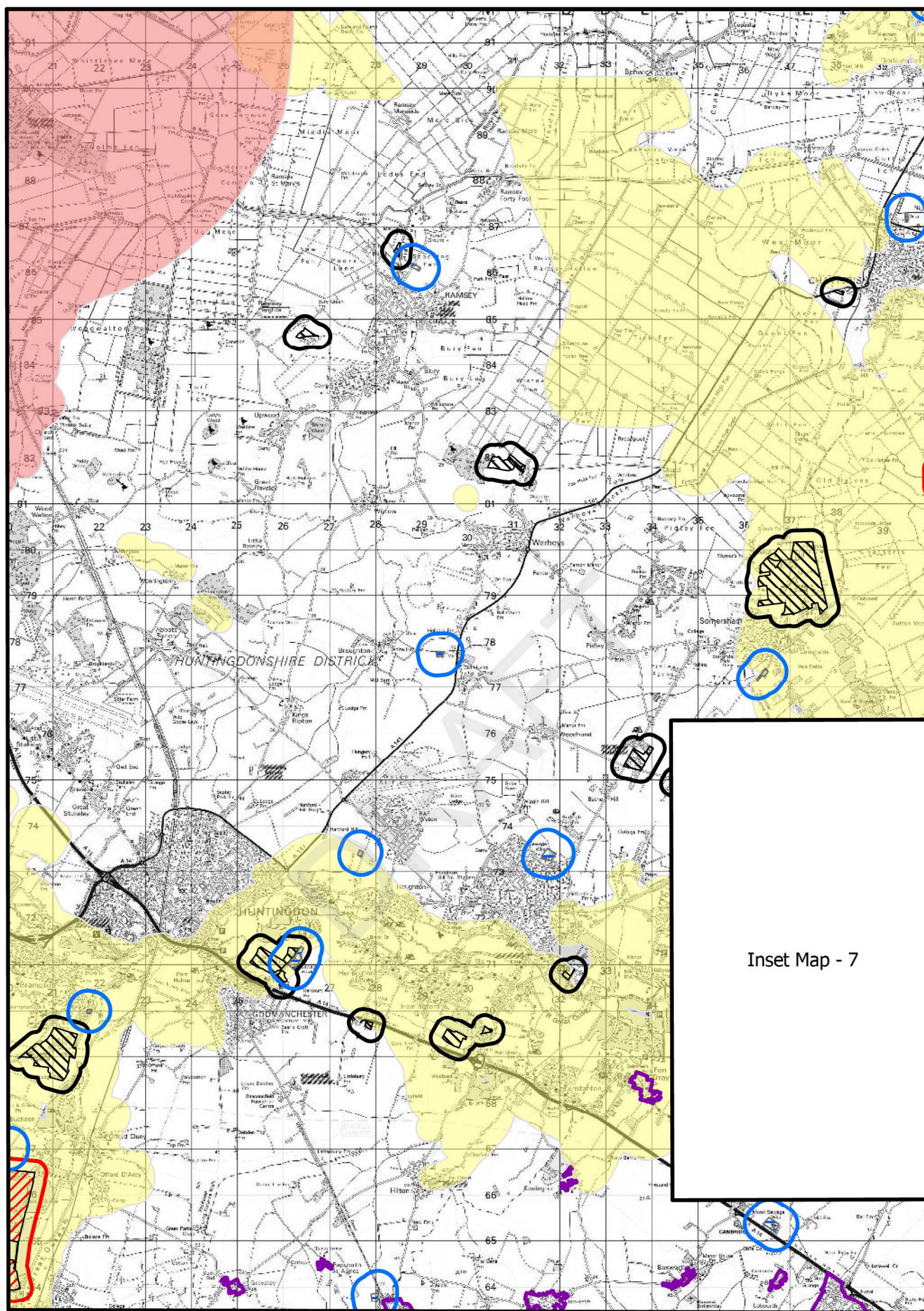
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Overview Map - D

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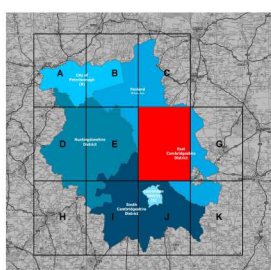
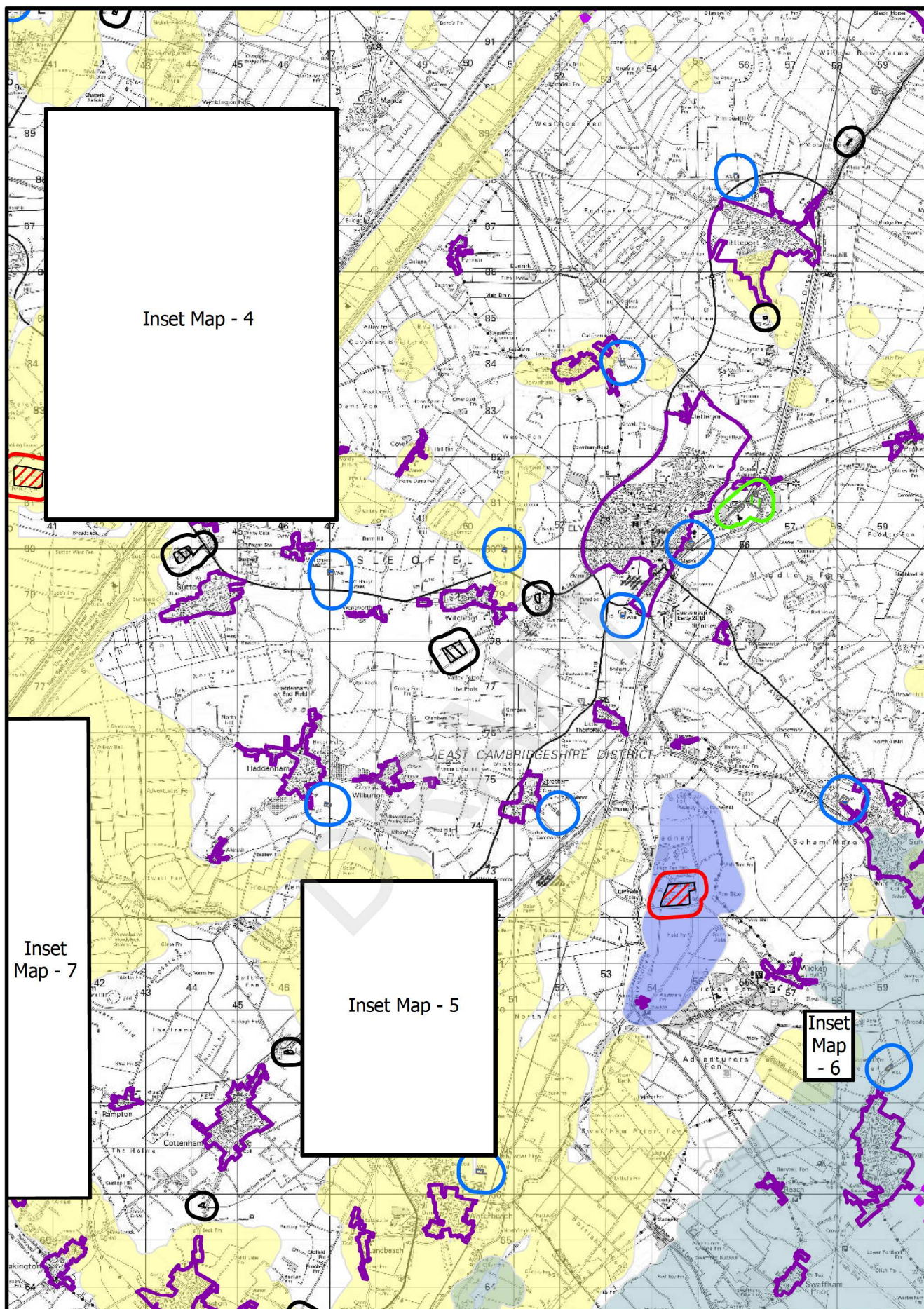
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Overview Map - E



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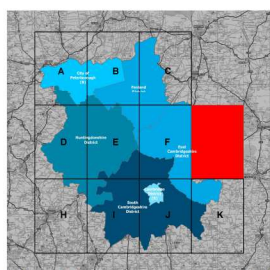
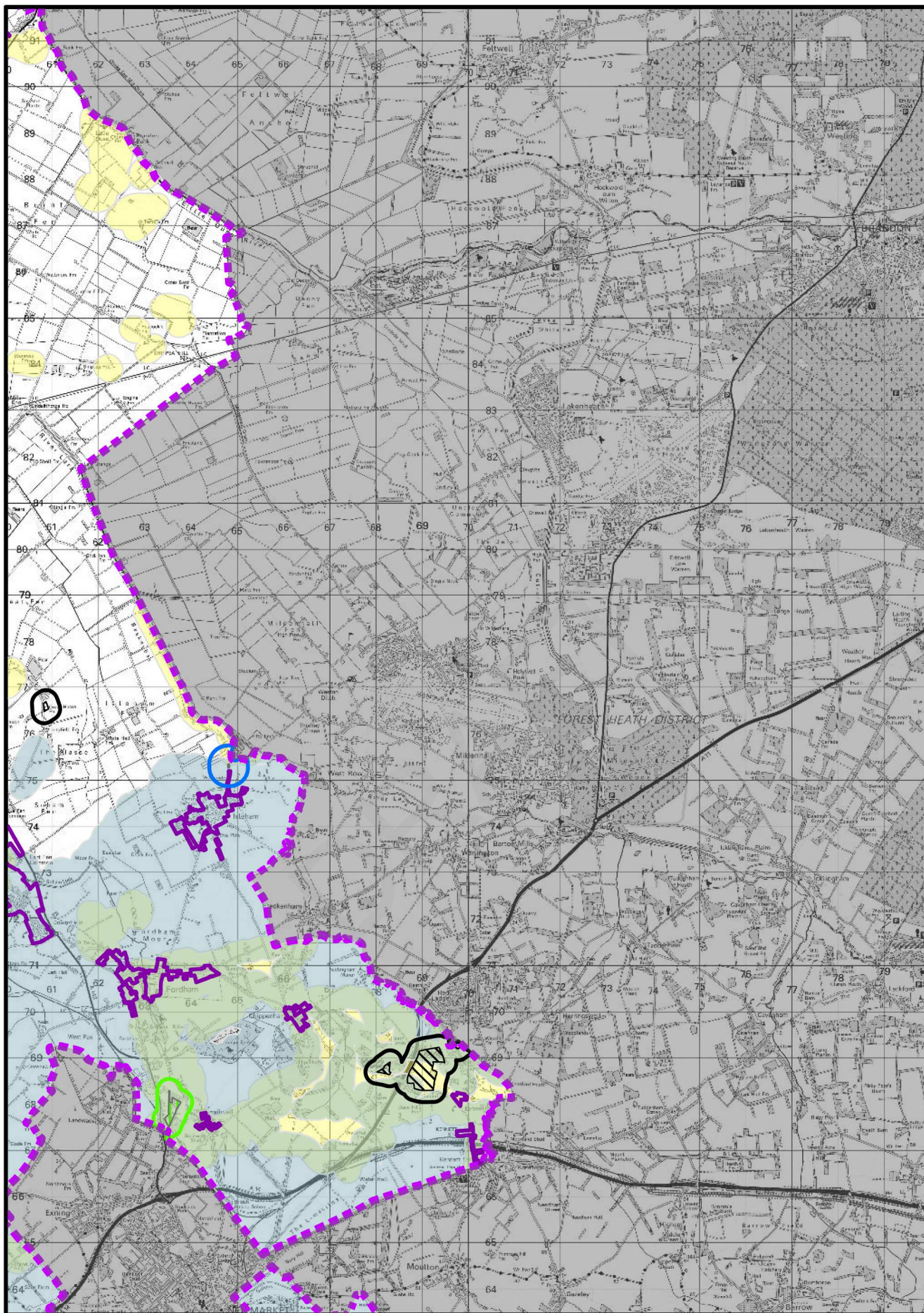
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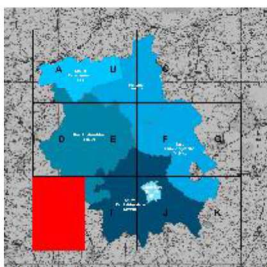
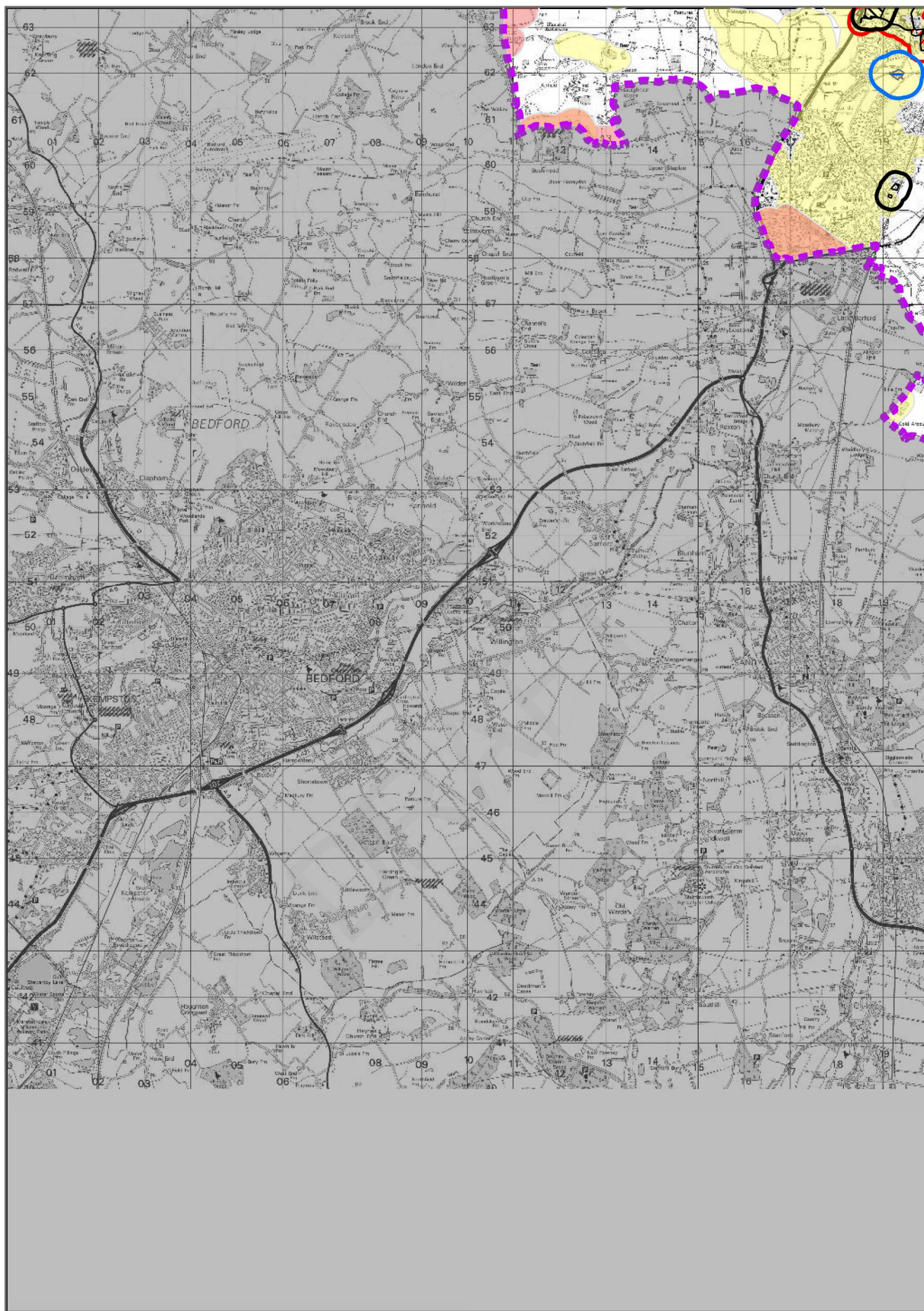
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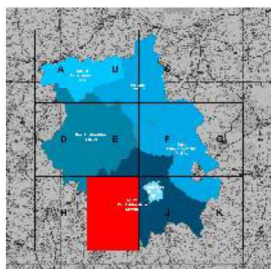
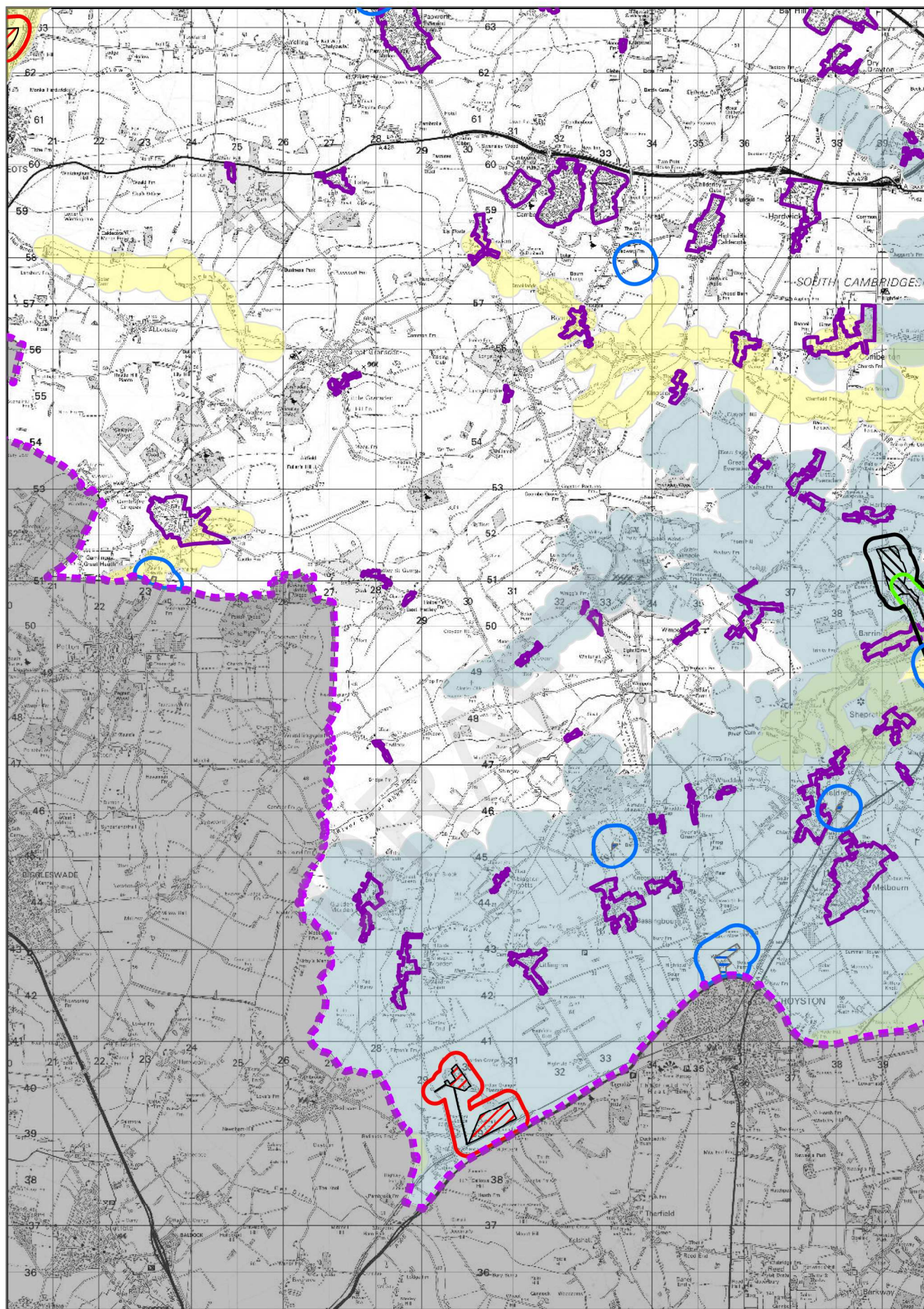
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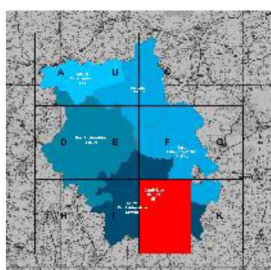
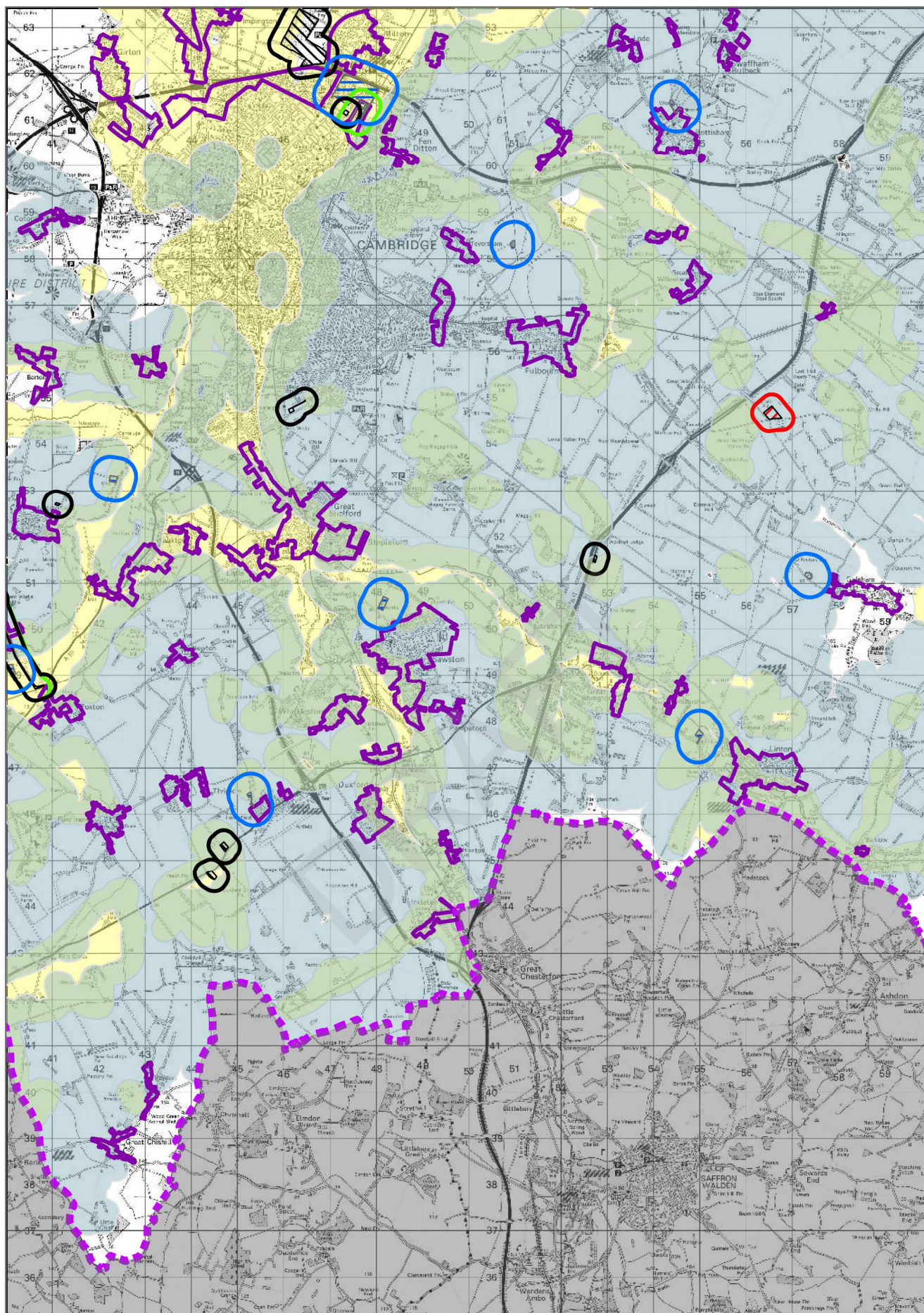
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Overview Map - I

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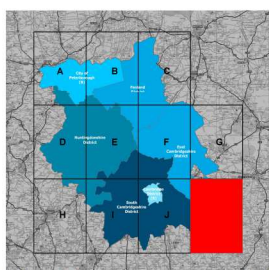
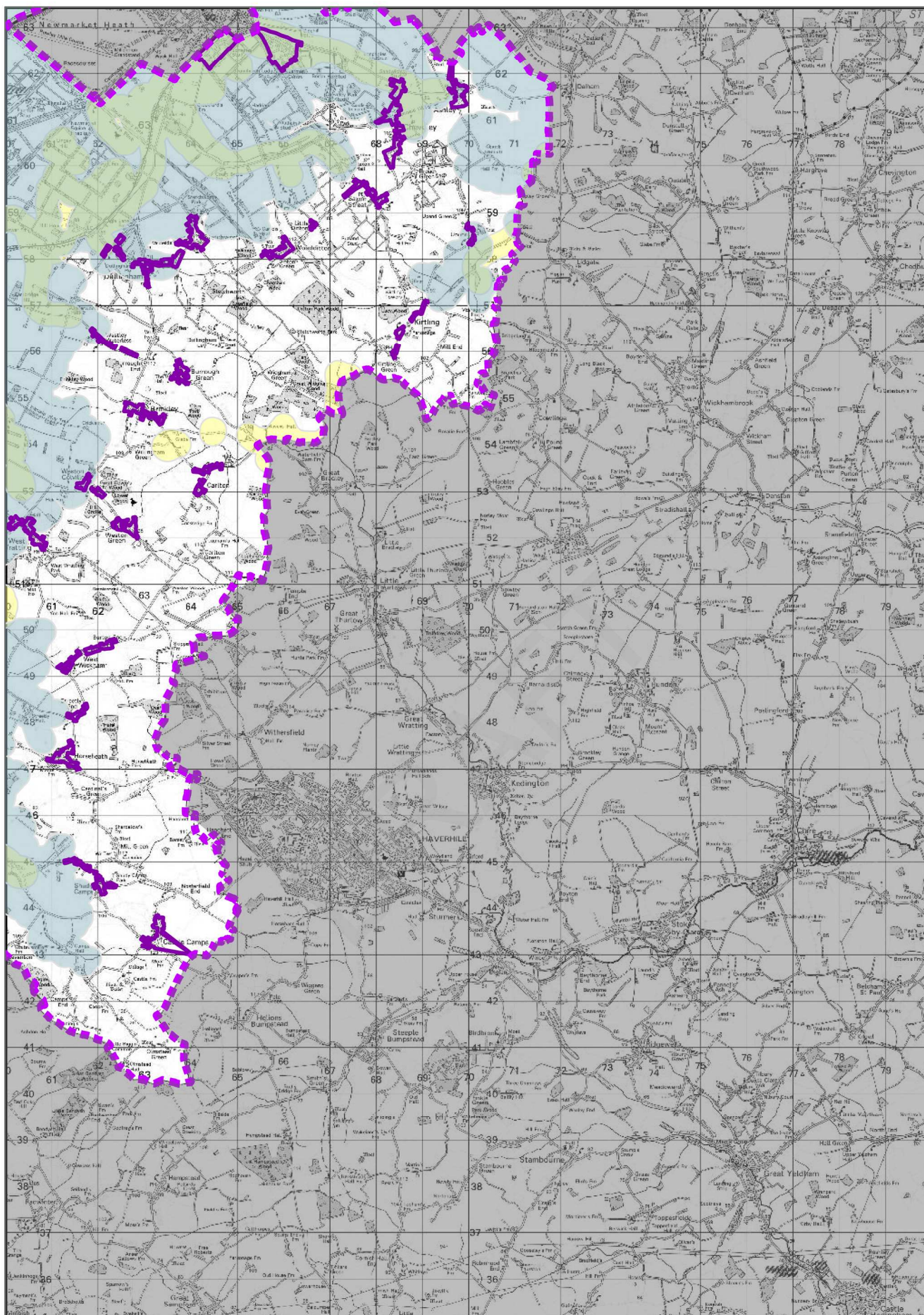
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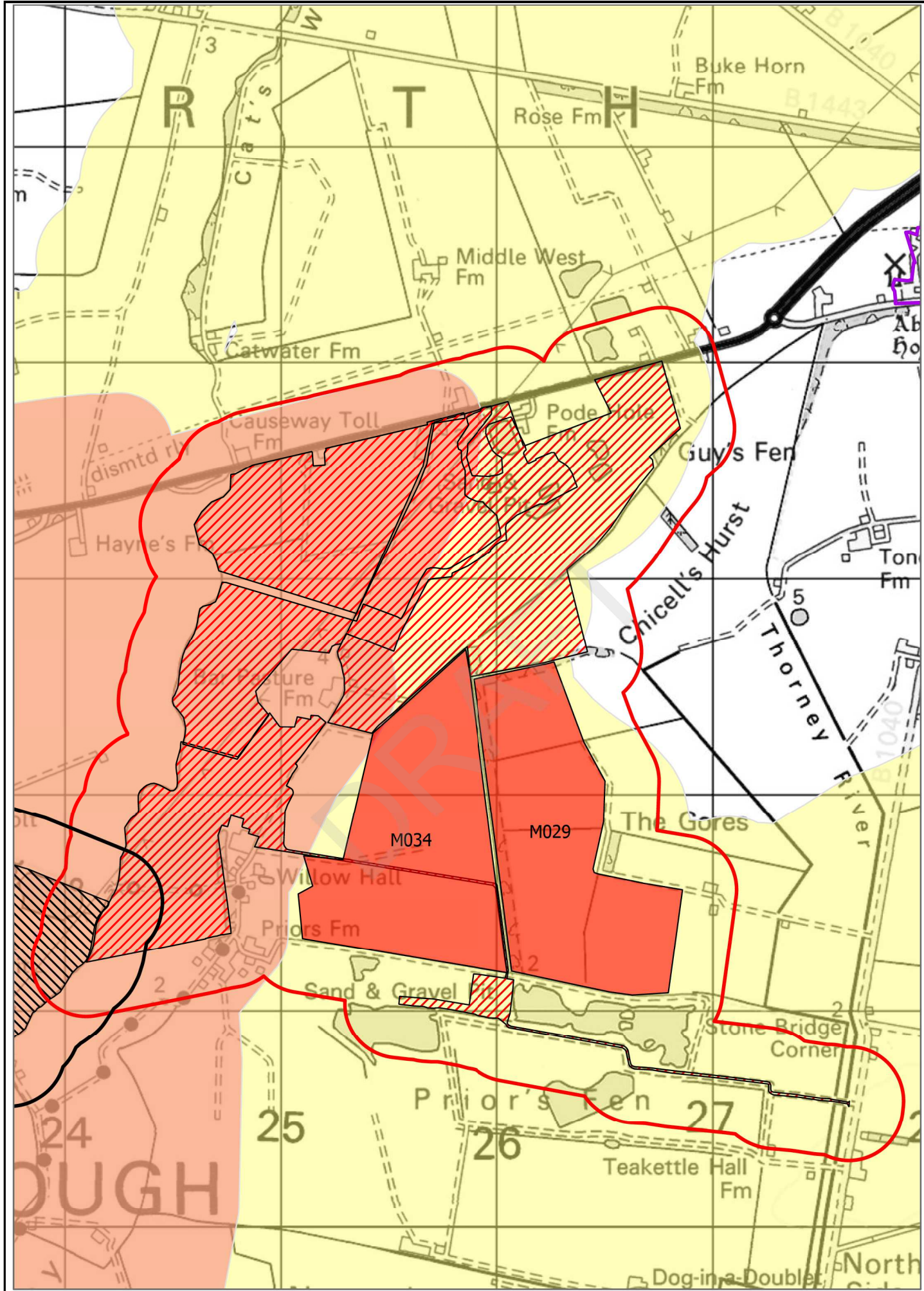
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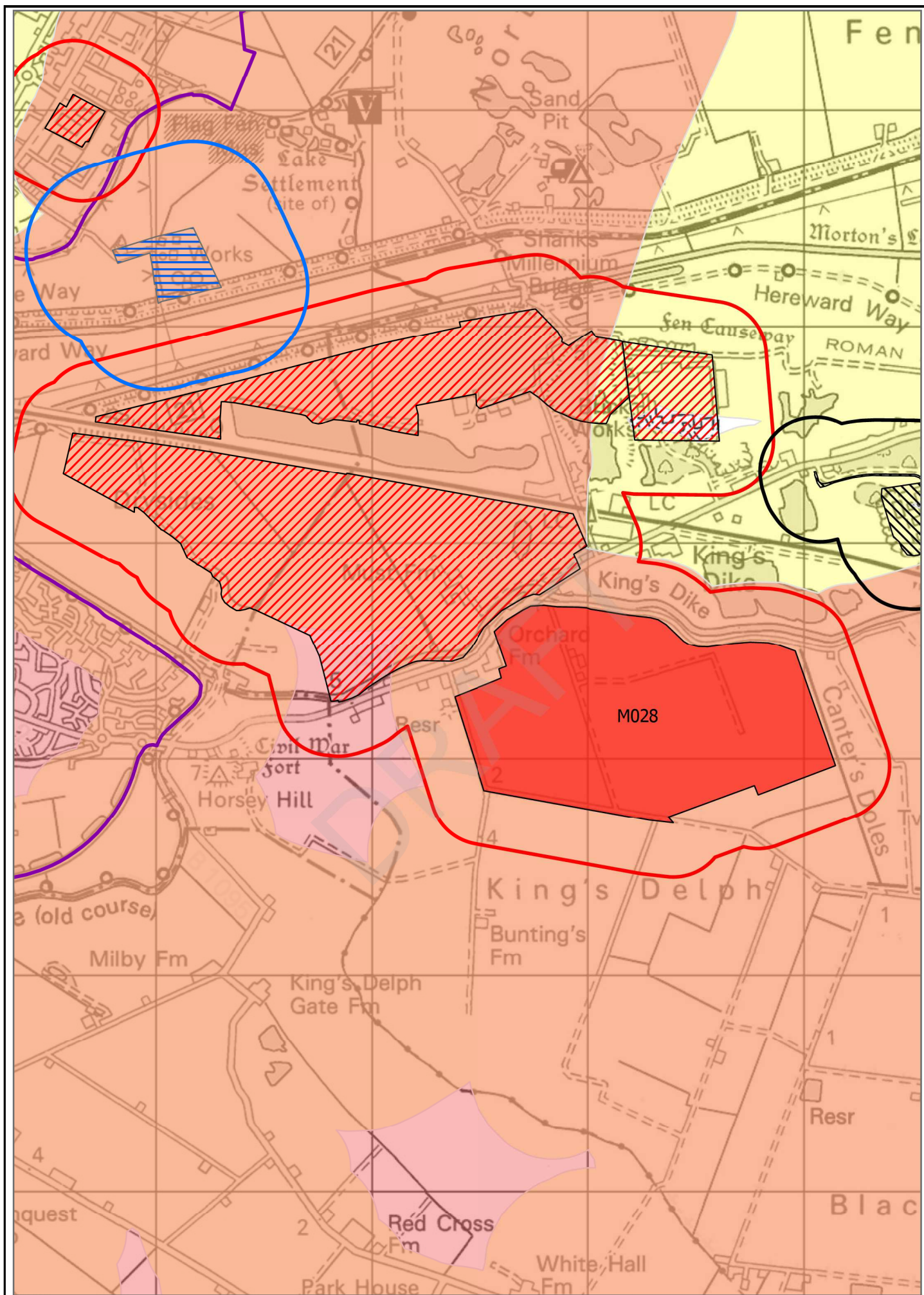


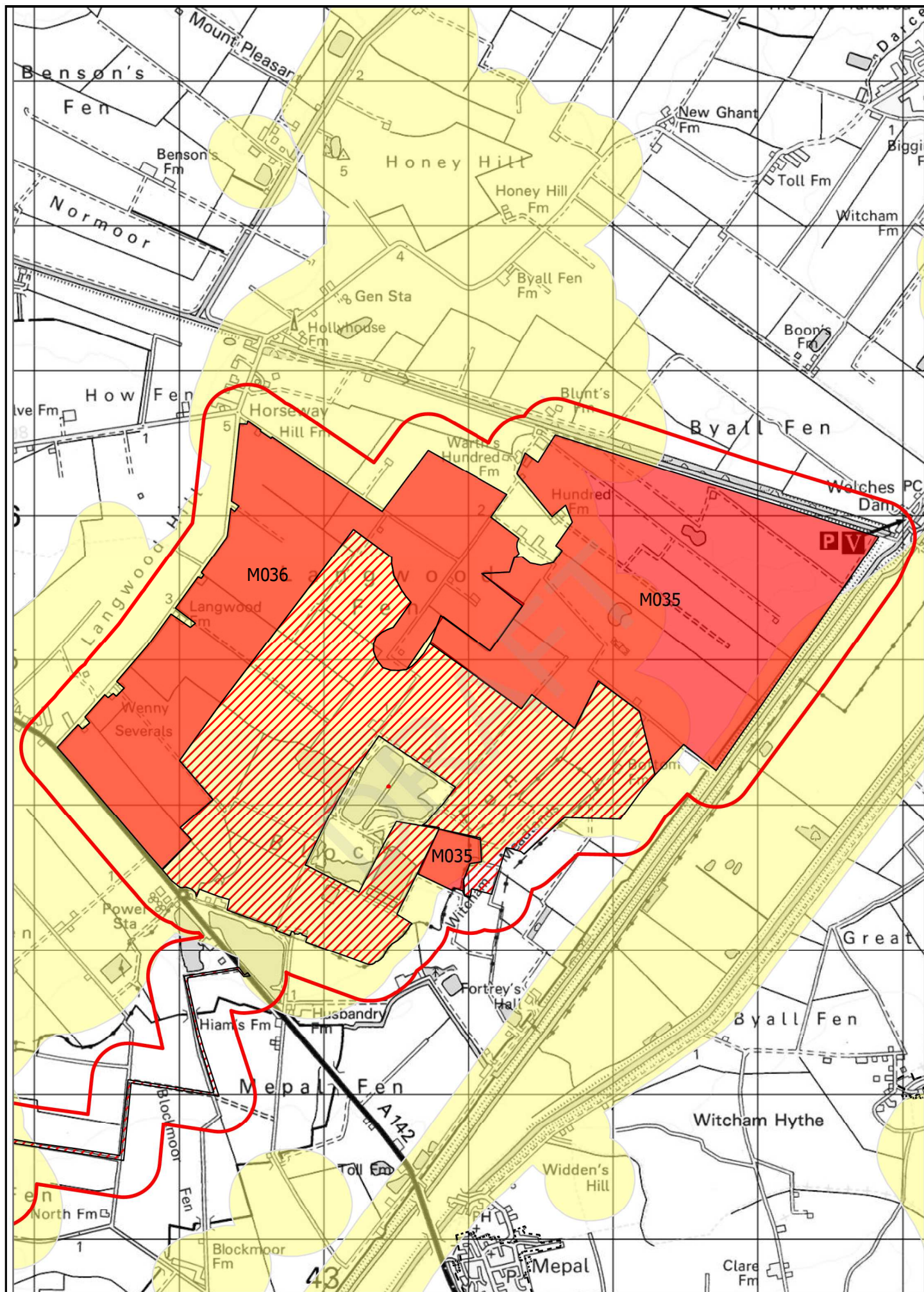
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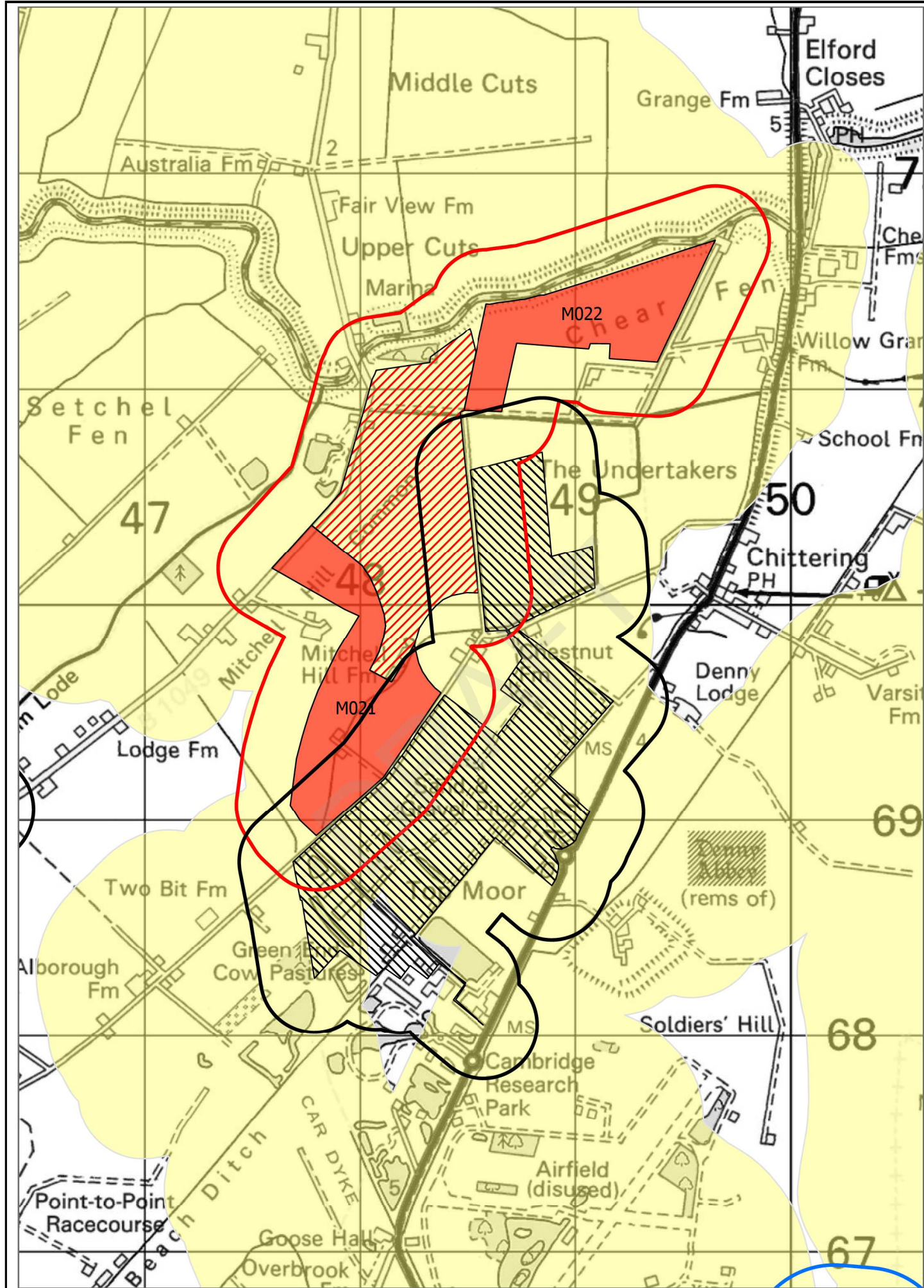
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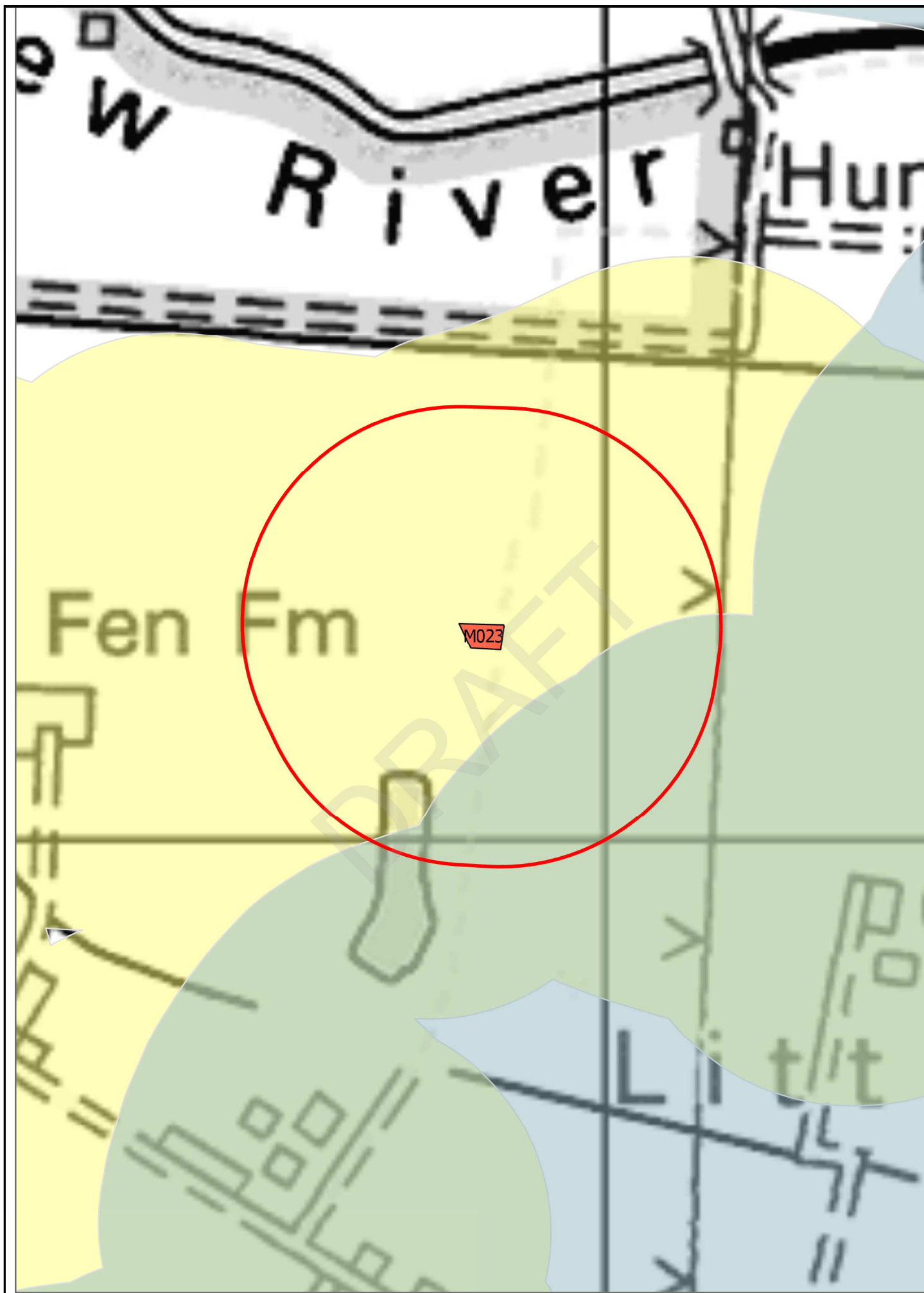
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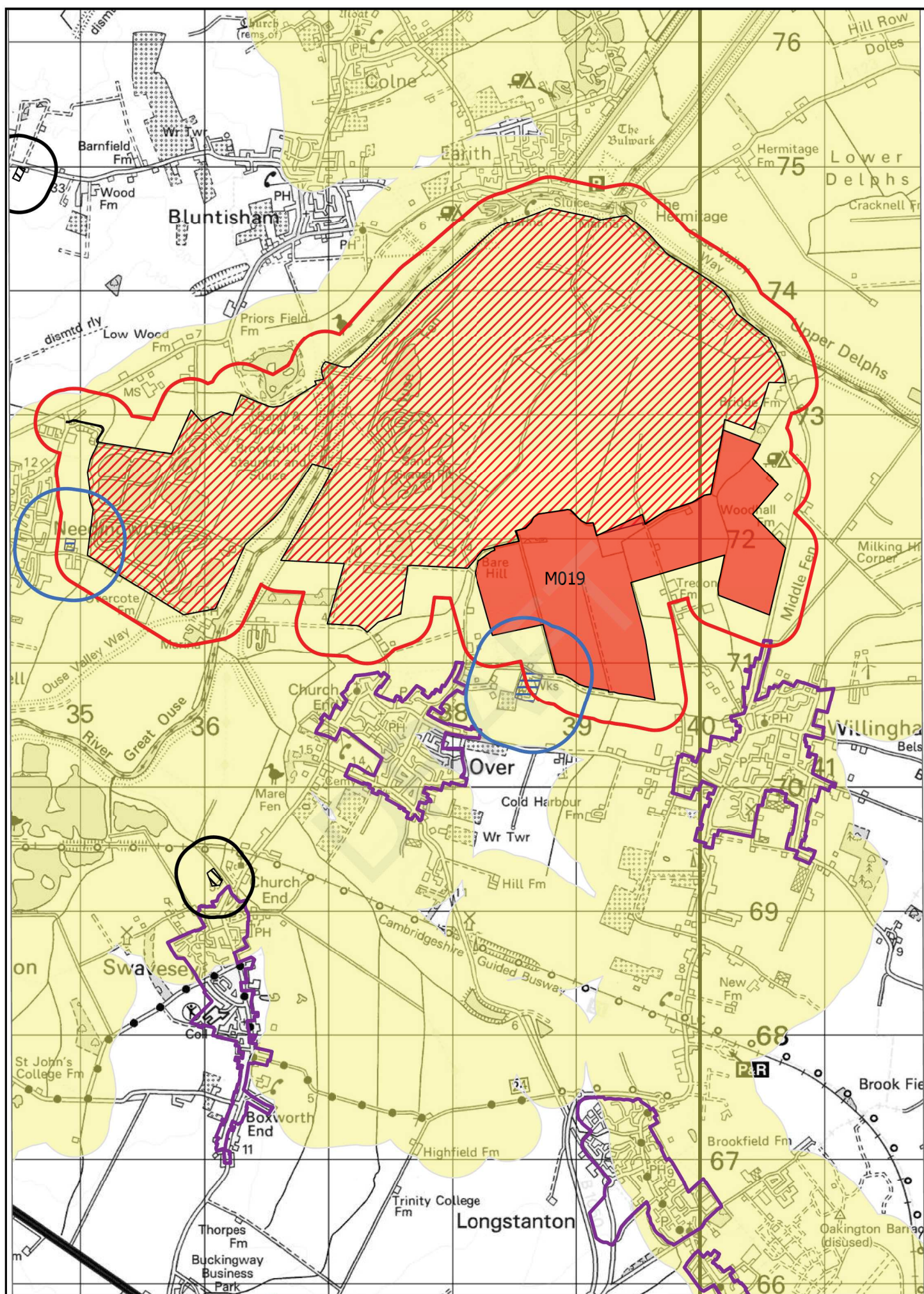












FINANCE AND PERFORMANCE REPORT – December 2018

To: **Economy and Environment Committee**

Meeting Date: **7th February 2019**

From: **Graham Hughes - Executive Director, Place & Economy
Chris Malyon - Chief Finance Officer**

Electoral division(s): **All**

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

Purpose: **To present to Economy and Environment Committee the December 2018 Finance and Performance report (F&PR) 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 December 2018.

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

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

<i>Officer contact:</i>	
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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 December 2018.
- 2.2 **Revenue:** The Service started the financial year with two significant pressures for Coroners Services and Waste. The Coroners pressure of £284K is due to ongoing pressures and the requirement to address a backlog of cases and the waste pressure of £708K is the net impact of a delay in reaching agreement over £900K of savings offset by less waste going to landfill than previously assumed. Offsetting these pressures is a £411K underspend on concessionary fares and as an over-achievement of income in Highways Development Management of £451K. The P and E service is forecasting an overspend of £132K but it is anticipated that this will be offset by additional income or reduced expenditure forecasts by year end and therefore that the bottom line position will be on target.
- 2.3 **Performance:** This F&PR provides performance information for the suite of key Place & Economy (P&E) indicators for 2018/19.
- 2.4 Of these eight performance indicators, three are currently red, one is amber, and four are green. The indicators that are currently red are:
 - Local bus passenger journeys originating in the authority area.
 - The average journey time per mile during the morning peak on the most congested routes
 - % of Freedom of Information requests answered within 20 days.
- 2.5 At year-end, the current forecast is that the local bus passenger journeys and the average journey time will remain red, two will be amber and four 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

- 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	Location
None	

Appendix A

Place & Economy Services

Finance and Performance Report (F&PR) – December 2018

SUMMARY

1.1 Finance

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

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

Monthly Indicators	Red	Amber	Green	Total
Current status this month	3	1	4	8
Year-end prediction (for 2018/19)	2	2	4	8

2. INCOME AND EXPENDITURE

Overall Position

Forecast Variance - Outturn (Previous Month) £000	Directorate	Budget 2018/19 £000	Actual £000	Forecast Variance - Outturn (December) £000	Forecast Variance - Outturn (December) %
+24	Executive Director	374	600	+24	+6
-177	Highways	19,567	13,771	-163	-1
-49	Cultural & Community Services	11,431	10,678	-52	0
+648	Environmental & Commercial Services	37,690	21,881	+654	+2
-505	Infrastructure & Growth	1,887	1,436	-331	-18
0	External Grants	-15,593	-3,278	0	0
0	Savings to be found within service			-132	
-59	Total	55,356	45,088	0	0

The service level budgetary control report for December 2018 can be found in [appendix 1](#).

Further analysis of the results can be found in [appendix 2](#).

To ensure financial information is presented in a consistent way to all Committees a standardised format has now been applied to the summary tables and service level budgetary control reports included in each F&PR. The same format is also applied to the Integrated Resources and Performance Report (IRPR) presented to General Purposes Committee (GPC). The data shown provides the key information required to assess the financial position of the service and provide comparison to the previous month.

Significant Issues

Waste Private Finance Initiative (PFI) Contract

Contract changes that deliver full year savings totalling £1.3m have been identified however delays to reaching formal agreement with the contractor that will allow contract changes will result in a shortfall in delivered savings. £400,000 savings per year have been achieved but agreement to allow the remainder of the savings to commence has been delayed. This was considered by General Purposes Committee in January and it is anticipated now that the full £1.3m annual savings will be available from 1st April 2019 onwards on a recurring basis, resulting in a savings shortfall of approximately £900,000 this financial year.

Until the agreement with the contractor is effective, the variable nature of the Mechanical and Biological Treatment (MBT) creates uncertainty in the forecast and actual performance could improve, resulting in a reduced overspend, or worsen, resulting in an increased overspend. Less Waste has been landfilled to date than originally predicted (and therefore savings on landfill tax paid) reducing the overall overspend to £708,000.

Coroners

The Coroners Service is projecting an overspend of £284k for Cambridgeshire, which is caused by a mixture of on-going workload pressure i.e. the number of cases and the complexity of cases increasing, and a need to reduce the backlog of cases built up over previous years.

Concessionary Fares

Concessionary fares are projected to underspend based on the final adjustment to 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 other pressures within Place & Economy.

Highways Development Management

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.

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 December 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 are no items above the de minimis reporting limit recorded in December 2018.

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

Operating the Network

A number of traffic signal schemes have been delayed due to issues with land and ongoing consultations, and will not be completed until 2019/20. The schemes are:-

C233 Cherry Hinton Rd Cambridge
C280 Cambridge Mill Rd
B1101 March Dartford Rd
B1049 Histon Water Lane

Additional Highways Maintenance

Grant funding of £6.653m (see below) is to be spent by 31 March 2019 on local highway maintenance including potholes, bridges and other minor highway maintenance works, including the following resurfacing schemes:-

B1050 Chatteris Road, Somersham
A1123 Audrey Lane, St Ives
C280 Parkside, Cambridge
A142 Ely Road, Witcham Toll
C135 Lynn Road, Ely
A1101 Sutton Road, Leverington

Funding

Further grants have been awarded from the Department for Transport since the published business plan, these being Pothole grant funding 18/19 (£1.608m), a second tranche of Pothole grant funding (£0.807m) and further Safer Roads funding (£0.128m).

Following the October budget announcement, Cambridgeshire County Council has received an additional £6.653m of Local Highways Maintenance funding. This money is to be spent by 31 March 2019 on local highway maintenance including potholes, bridges and other minor highway maintenance works. In accordance with the Department for Transport (DfT) criteria, the use of this money will be published on the County Council website by the end of March 2019 with a copy sent to the DfT.

All other schemes are funded as presented in the 2018/19 Business Plan.

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

4. PERFORMANCE

4.1 Introduction

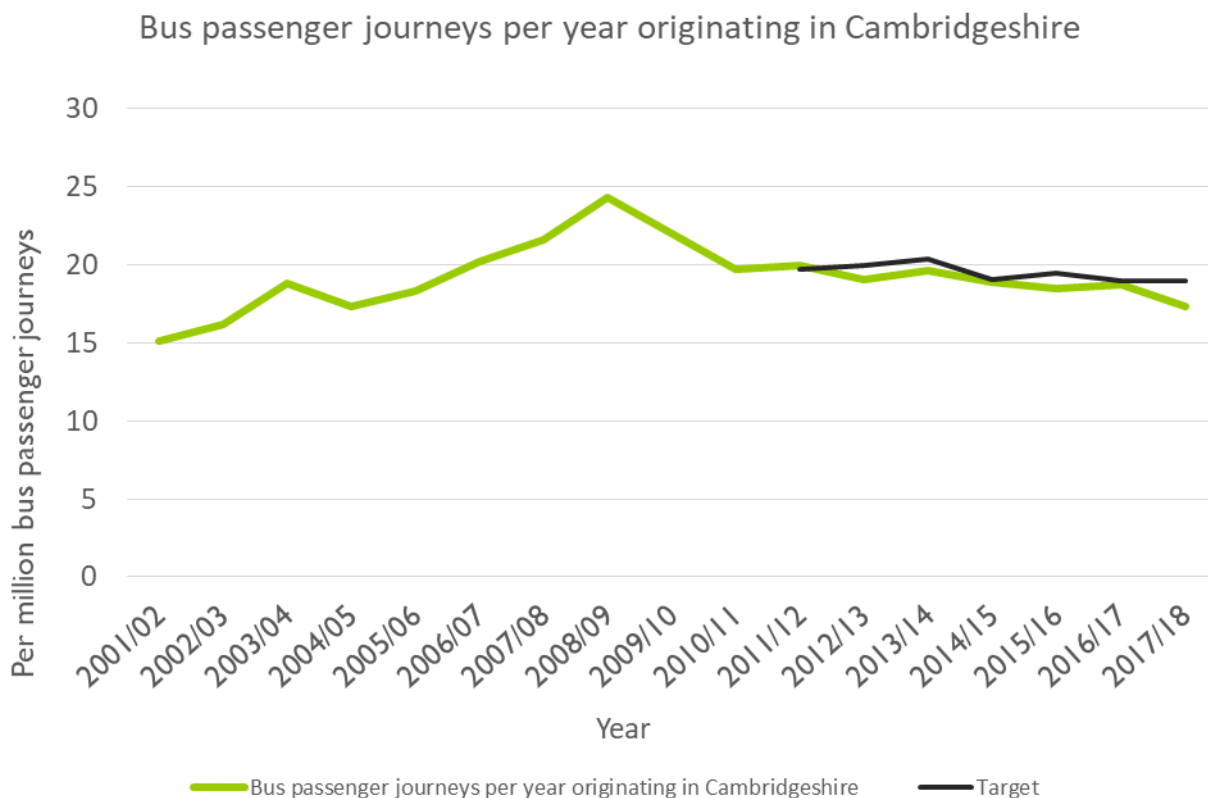
This report provides performance information for the suite of key Economy and Environment Committee indicators. Following discussion of a refreshed set of indicators at the December Committee, this report contains the new set agreed by the Committee.

Information for red, amber and green indicators is shown below in Sections 4.2 to 4.4, with contextual indicators and new indicators for which targets have not yet been set reported in Section 4.5. All indicators' history have been reported as this is the first publication of the refreshed set. Future issues of this report will revert to new information only. A summary of this information is contained in Appendix 7. Appropriate targets for new indicators are currently being worked on and will be proposed in next month's report.

4.2 Red Indicators

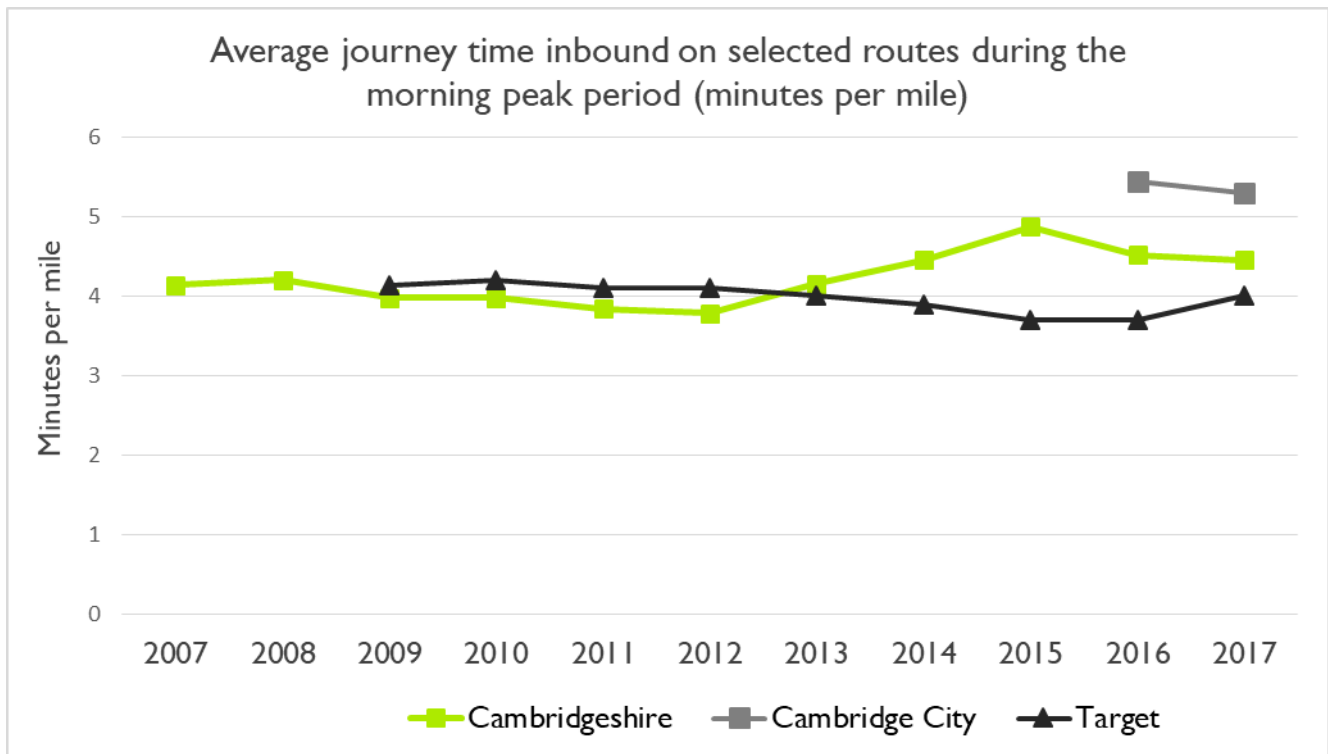
This section covers indicators where 2018/19 targets are not expected to be achieved.

- Bus passenger journeys per year originating in Cambridgeshire



There is a national decline in bus passenger journeys and Cambridgeshire has been no exception. Uncertainty over funding and insecurity over the long term provision of services has led to passengers seek alternative methods of travel. Moving forward the trend may be helped by the removal of parking charges at Park and Ride sites and through the introduction of Greater Cambridge Partnership schemes, although these are not planned until 2019/20 at the earliest and later for the larger schemes.

- Average journey time during the morning peak



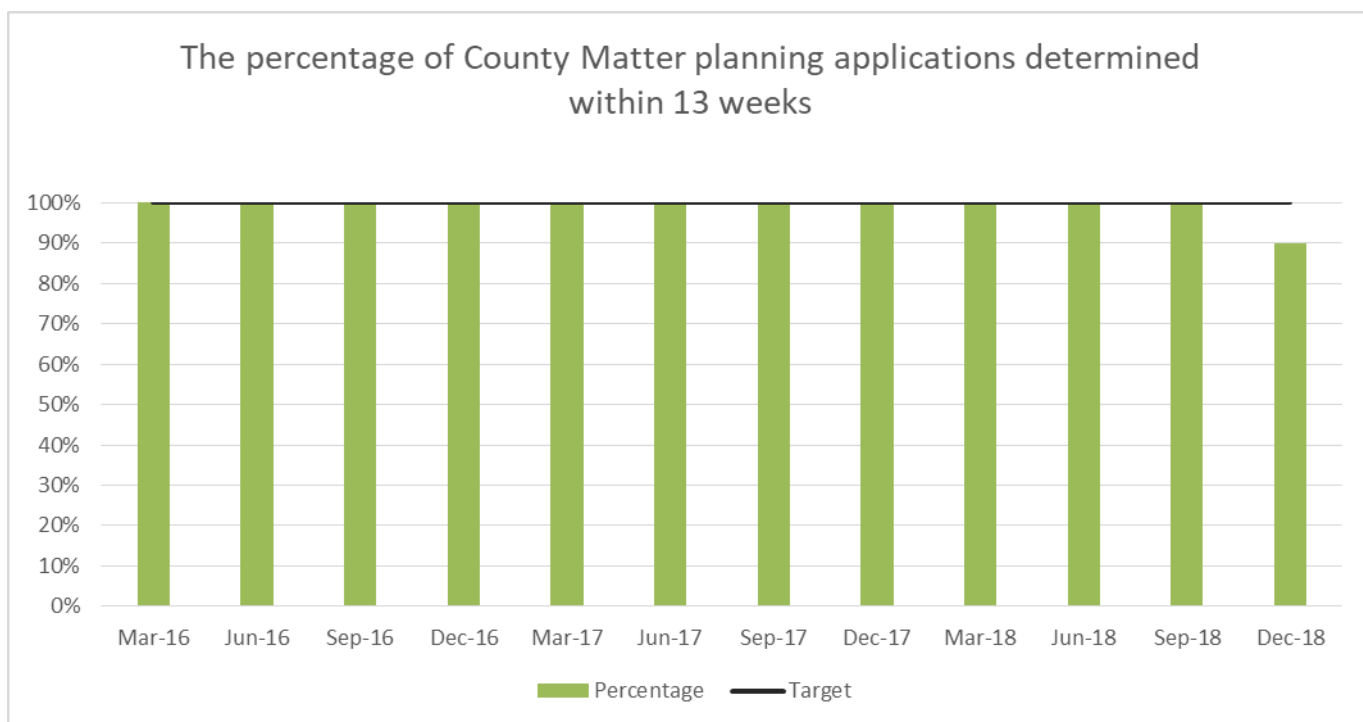
At 4.45 minutes per mile, the latest figure for the average morning peak journey time per mile on key routes into urban areas in Cambridgeshire is better than the previous year's figure of 4.52 minutes.

The figure for Cambridge City is 5.29 minutes compared to the previous year's figure of 5.44 minutes.

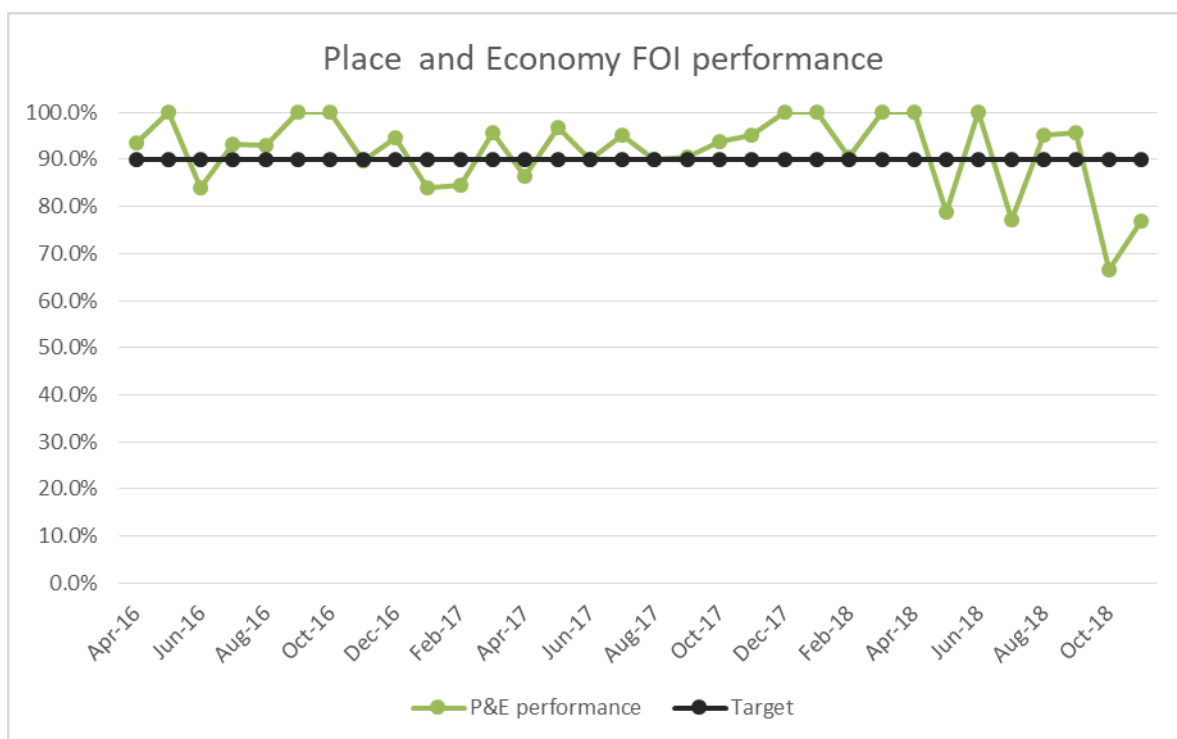
4.3 Amber indicators

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

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



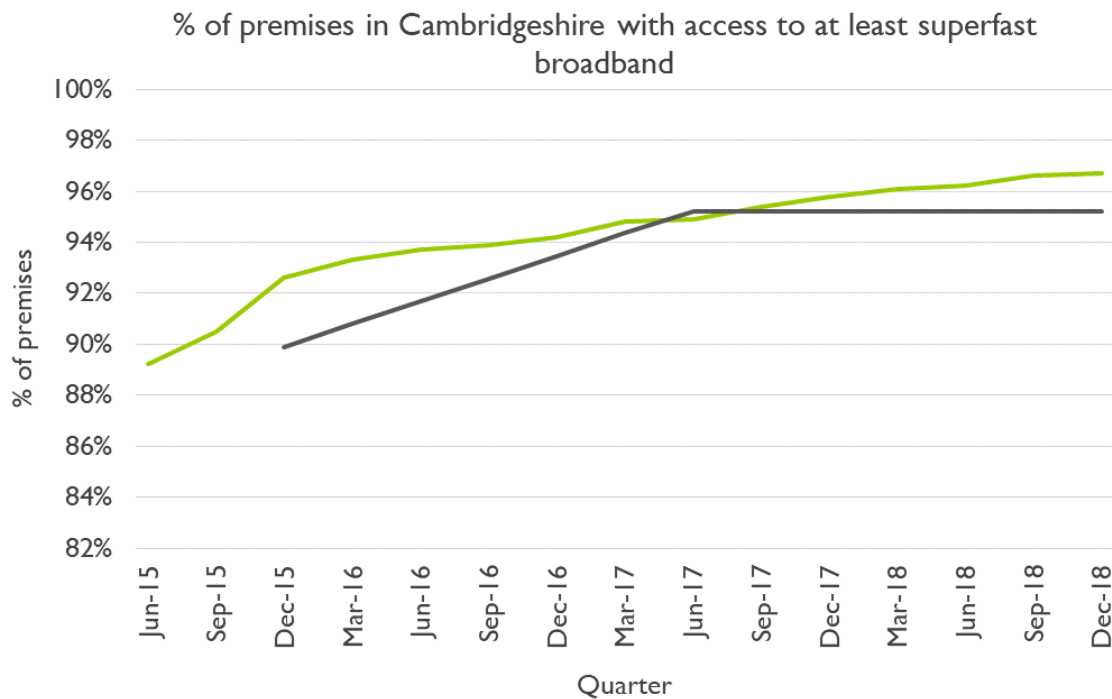
- FREEDOM OF INFORMATION (FOI) requests answered within 20 days



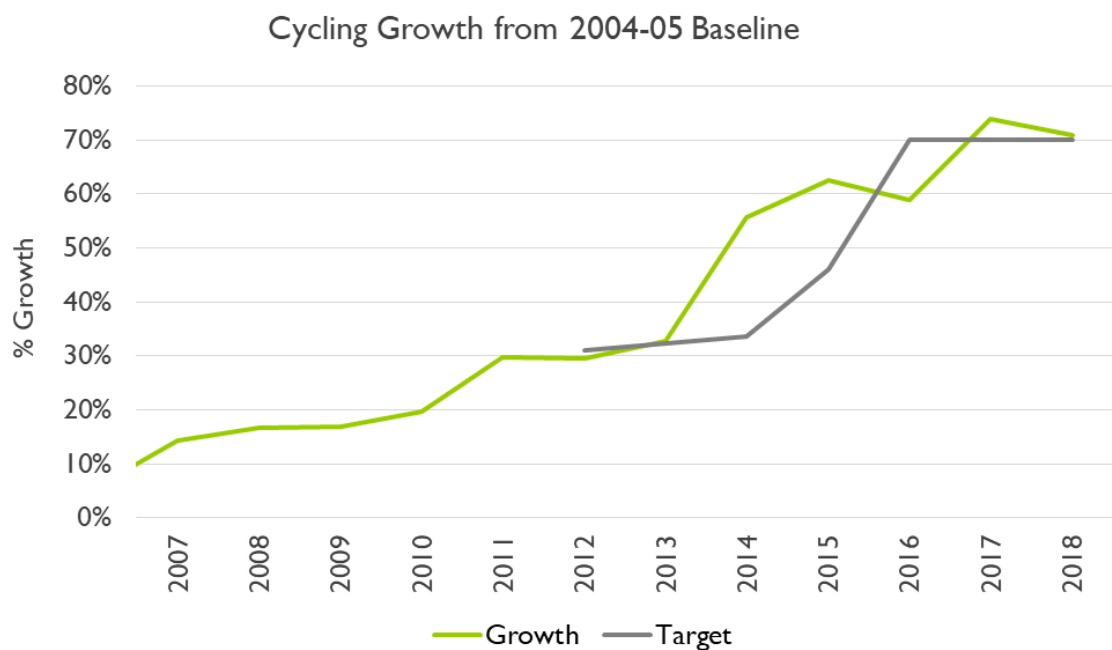
4.4 Green Indicators

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

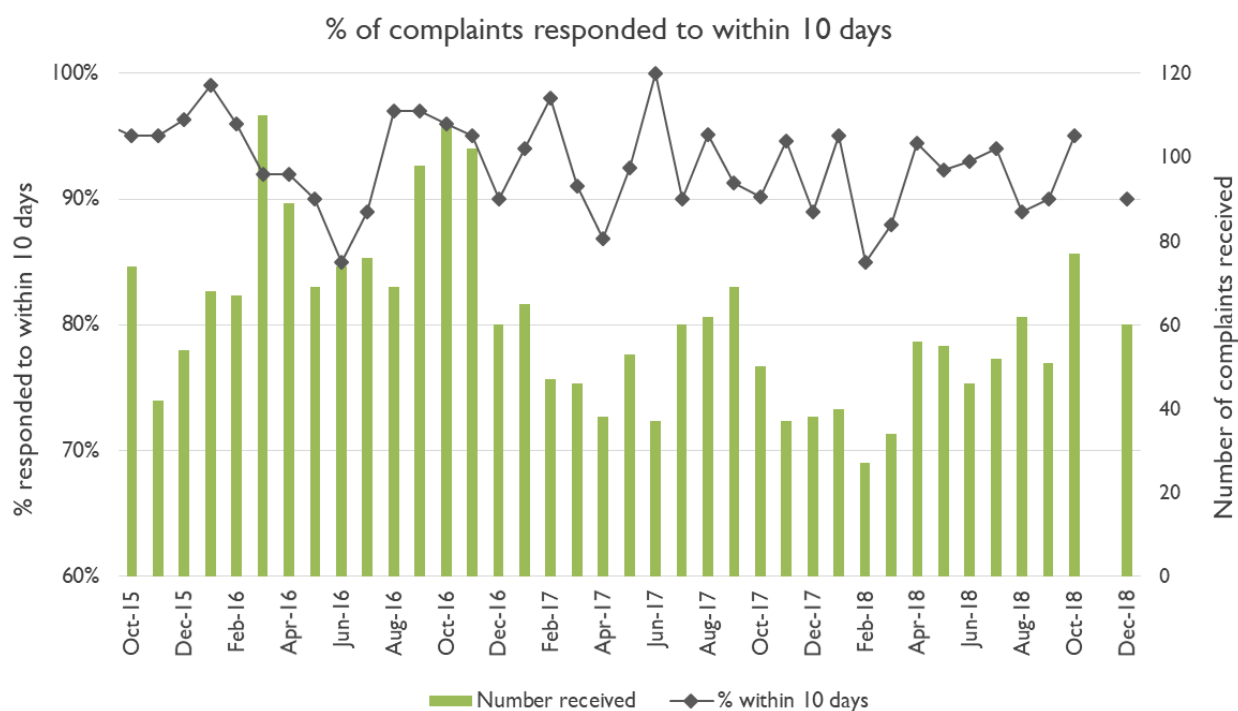
- % of premises in Cambridgeshire with access to at least superfast broadband



- Growth in cycling from a 2004/05 average baseline

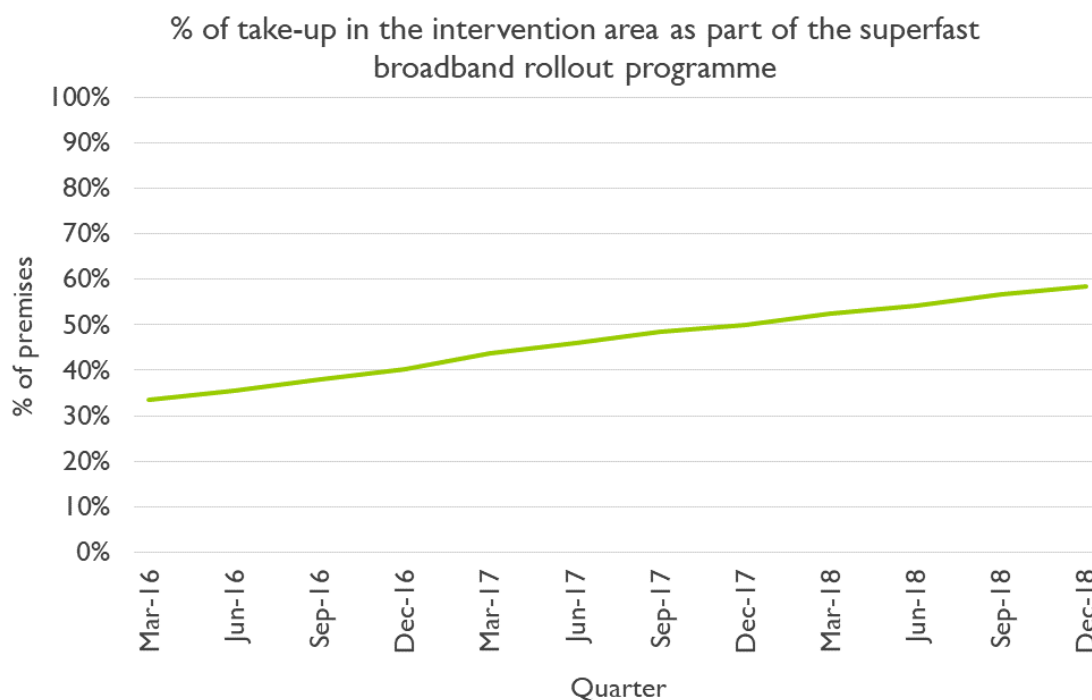


- Complaints and representations – response rate

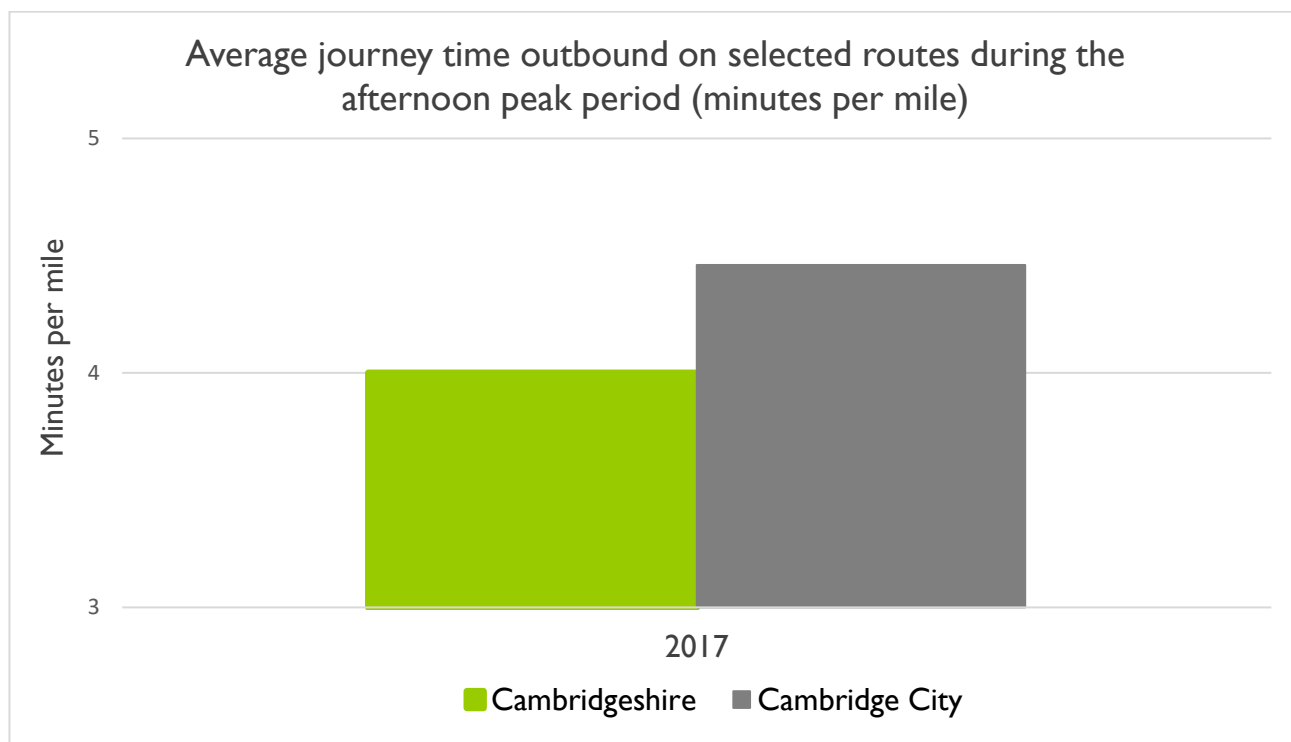


4.5 Contextual indicators

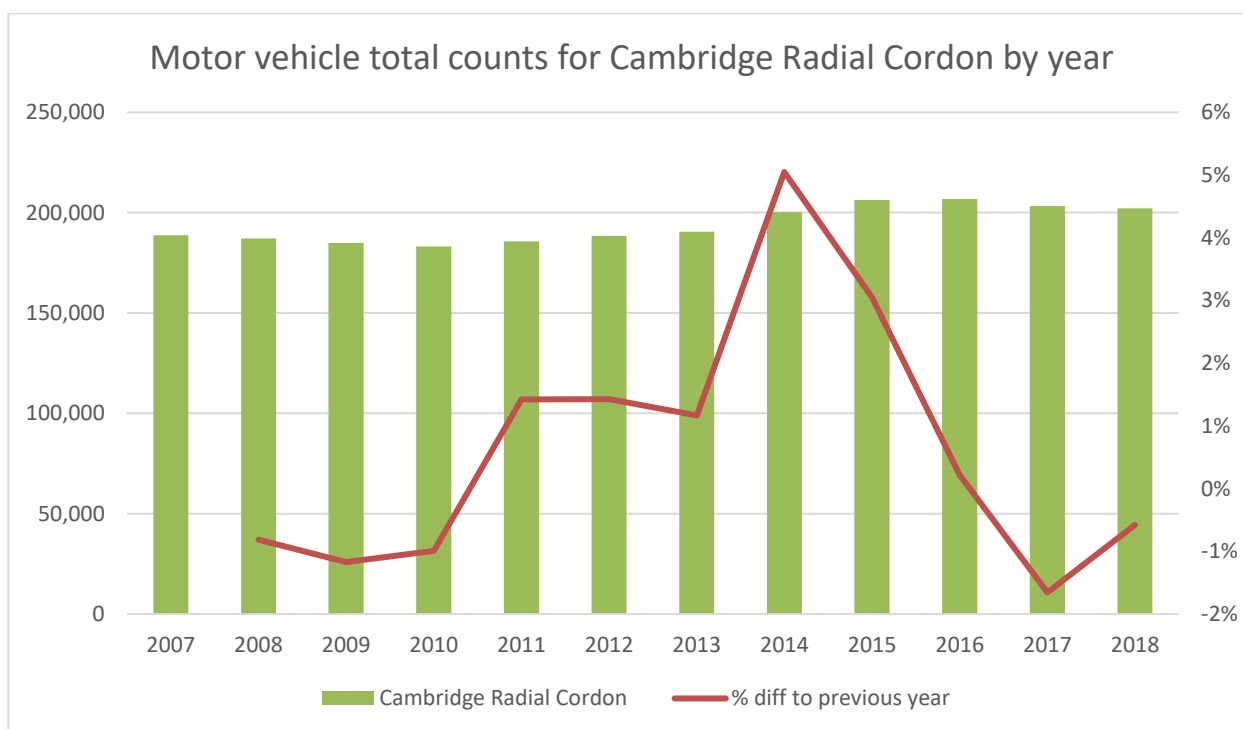
- % of take-up in the intervention area as part of the superfast broadband rollout programme



- Average journey time outbound on selected routes during the afternoon peak period (minutes per mile) (target not yet set – new indicator)



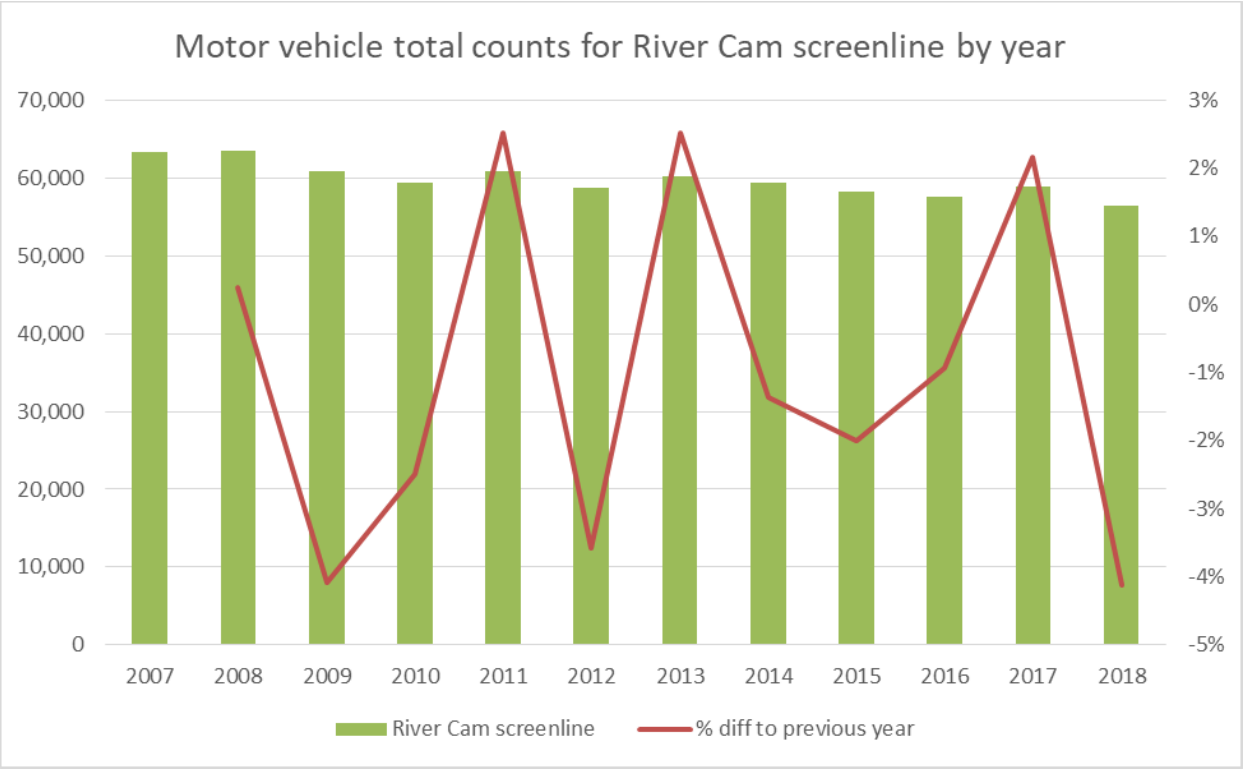
- Traffic entering and leaving Cambridge (motor vehicle total counts at Cambridge Radial Cordon) (target not yet set)



This indicator is from 12 hour two-directional video surveys conducted between 7am and 7pm once annually on a neutral day in Autumn on 16 main roads into Cambridge.

In 2018, there were 202,155 motor vehicles entering and leaving Cambridge per 12-hour day (7am to 7pm). This is a decrease of 1% compared with 2017.

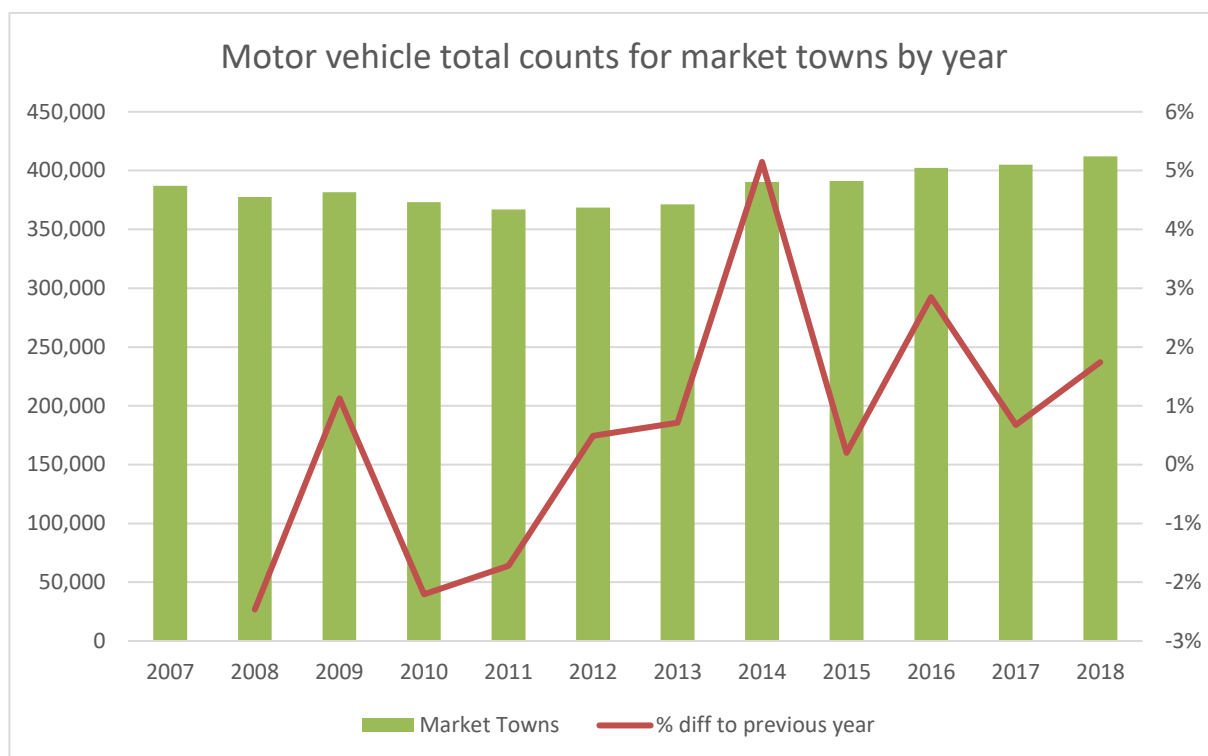
- Changes in traffic within Cambridge (motor vehicle total counts for River Cam screenline)



This indicator is from from 12 hour two-directional video surveys conducted between 7am and 7pm once annually on a neutral day in Spring on 5 road bridges over the River Cam with Cambridge.

The number of motor vehicles crossing the River Cam bridges within Cambridge per 12-hour day (7am to 7pm) was 56,415. This is a decrease of 4% compared with 2017 and a decrease of 11% compared with 10 years ago.

- Changes in traffic within market towns (motor vehicle total counts in market towns)



This indicator is from 12 hour two-directional video surveys conducted between 7am and 7pm once annually on a neutral day in Autumn on the main roads into the market towns below.

The numbers of motor vehicles entering and leaving the nine market towns per 12-hour day in 2018 were: Huntingdon 77,653, Wisbech 65,397, St. Neots 57,850, St. Ives 49,609, Ely 48,574, March 38,418, Whittlesey 34,180, Ramsey 19,642 and Chatteris 20,737. There was an increase in total motor vehicles entering and leaving the market towns in 2018 of 1.7% compared to 2017.

APPENDIX 1 – Service Level Budgetary Control Report

Place & Economy Service Level Finance & Performance Report

Finance & Performance Report for P&E - Dec 2018

Forecast Outturn Variance (Nov)		Budget 2018/19	Actual Dec 2018	Forecast Outturn Variance	
£000's		£000's	£000's	£000's	%
Executive Director					
27	Executive Director	204	482	27	13%
-3	Business Support	170	118	-3	-2%
24	Executive Director Total	374	600	24	7%
Highways					
-6	Asst Dir - Highways	138	81	-8	-6%
1	Local Infrastructure Maintenance and Improvement	6,351	5,147	1	0%
-18	Traffic Management	-135	444	-18	-14%
-24	Road Safety	506	652	-24	-5%
-142	Street Lighting	9,771	6,079	-175	-2%
41	Highways Asset Management	570	696	90	16%
0	Parking Enforcement	0	-1,238	0	0%
0	Winter Maintenance	2,048	1,444	-0	0%
-29	Bus Operations including Park & Ride	319	466	-29	-9%
-177	Highways Total	19,567	13,771	-163	-1%
Cultural & Community Services					
0	Asst Dir - Cultural & Community Services	140	103	-0	0%
50	Public Library Services	3,306	2,343	50	2%
0	Cultural Services	104	-24	0	0%
-0	Archives	354	247	-0	0%
-0	Registration & Citizenship Services	-541	-176	0	0%
284	Coroners	903	910	284	31%
28	Community Transport	2,448	1,786	25	1%
-411	Concessionary Fares	4,716	5,490	-411	-9%
-49	Cultural & Community Services Total	11,431	10,678	-52	0%
Environmental & Commercial Services					
0	Asst Dir - Environment & Commercial Services	120	33	0	0%
-40	County Planning, Minerals & Waste	418	55	-34	-8%
-1	Historic Environment	56	106	-0	0%
0	Trading Standards	694	720	0	0%
-10	Flood Risk Management	411	301	-10	-2%
-10	Energy	72	66	-10	-14%
708	Waste Management	35,920	20,601	708	2%
648	Environmental & Commercial Services Total	37,690	21,881	654	2%
Infrastructure & Growth					
0	Asst Dir - Infrastructure & Growth	137	106	0	0%
0	Major Infrastructure Delivery	1,100	1,394	120	11%
0	Transport Strategy and Policy	103	142	-0	0%
0	Growth & Development	547	447	0	0%
-505	Highways Development Management	0	-654	-451	0%
-505	Infrastructure & Growth Total	1,887	1,436	-331	-18%
0	Savings to be found within service			-132	
-59 Total		70,949	48,365	0	0%
Grant Funding					
0	Non Baselined Grants	-15,593	-3,278	0	0%
0	Grant Funding Total	-15,593	-3,278	0	0%
-59 Overall Total		55,356	45,088	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 2018/19 £'000	Actual £'000	Outturn Forecast	
			£'000	%
Street Lighting	9,771	6,079	-175	-2
We are currently forecasting the Street Lighting budget to be £175k 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.				
Public Library Services	3,306	2,343	+50	+2
A savings target of £50k relating to the Icon (self-service payment) system roll out within Libraries will not be achieved; this was a savings target set retrospectively as part of overall Council savings targets for automation.				
Coroners	903	910	+284	+31
The Coroners Service is projecting an overspend of £284k for Cambridgeshire, which is caused by a mixture of on-going workload pressure i.e. the number of cases and the complexity of cases increasing, and a need to reduce the backlog of cases built up over previous years.				
Community Transport	2,448	1,786	+25	+1
Community Transport has pressures of £295k, which is due to the cost of former commercial routes now being subsidised; this can be covered in the short-term from earmarked reserves. It had already been agreed that £84k would be used from the community transport earmarked reserve for the former commercial routes. The Economy & Environment Committee has now agreed to continue to subsidise 19 routes until the end of the 2018/19 financial year, to be fully covered from reserves. In addition the Combined Authority has agreed to fund the continuation of the number 46 service and three further recently de-registered services to the end of the financial year, and has undertaken to provide further funding should additional de-registrations arise this financial year.				
Concessionary Fares	4,716	5,490	-411	-9
The projected underspend is based on the final adjusted 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 other pressures within Place & Economy.				
Waste Management	35,820	20,601	708	+2

Contract changes that deliver full year savings totalling £1.3m have been identified however delays to reaching formal agreement with the contractor that will allow contract changes will result in a shortfall in delivered savings. £400,000 savings per year have been achieved but agreement to allow the remainder of the savings to commence has been delayed. This was considered by General Purposes Committee in January and it is anticipated now that the full £1.3m annual savings will be available from 1st April 2019 onwards on a recurring basis, resulting in a savings shortfall of approximately £900,000 this financial year.

Until the agreement with the contractor is effective, the variable nature of the Mechanical and Biological Treatment (MBT) creates uncertainty in the forecast and actual performance could improve, resulting in a reduced overspend, or worsen, resulting in an increased overspend. Less Waste has been landfilled to date than originally predicted (and therefore savings on landfill tax paid) reducing the overall overspend to £708,000.

Major Infrastructure Delivery	1,000	1,394	+120	+11
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An overspend is projected on legal work relating to the Busway defects. The allocated budget for this year has been spent and the forecast overspend is likely to increase.

Highways Development Management	0	-654	-451	0
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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.

APPENDIX 3 – Grant Income Analysis

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	29,108
Adjustment re Combined Authority levy		-13,615
Non-material grants (+/- £30k)		0
Total Grants 2018/19		15,493

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	41,428	
Funding of former commercial bus routes from earmarked reserve	+84	Agreed in 2017/18
Further funding of former commercial bus routes from earmarked reserve	+211	Agreed in 2018/19
Transfer unspent Combined Authority contribution budget to CCC Finance Office budget to cover cost of Community Transport Audit investigation	-43	
Transfer of income budget for rent of Grand Arcade shop from Libraries to Property services.	+50	
Adjustment re Combined Authority levy	+13,615	Levy only due on transport functions
Non-material virements (+/- £30k)	+12	
Current Budget 2018/19	55,356	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2018 £'000	Movement within Year £'000	Balance at 31st December 2018 £'000	Yearend Forecast Balance £'000	Notes
Equipment Reserves					
Libraries - Vehicle replacement Fund	30	(30)	0	0	
Sub total	30	(30)	0	0	
Other Earmarked Funds					
Deflectograph Consortium	55	0	55	55	Partnership accounts, not solely CCC
Highways Searches	55	0	55	0	
On Street Parking	2,812	0	2,812	1,700	
Streetworks Permit scheme	117	0	117	0	
Highways Commuted Sums	700	114	814	700	
Streetlighting - LED replacement	184	0	184	0	
Community Transport	444	-295	149	149	
Guided Busway Liquidated Damages	(35)	35	0	0	This is being used to meet legal costs if required.
Waste and Minerals Local Development Fra	59	(59)	0	59	
Flood Risk funding	20	0	20	0	
Proceeds of Crime	356	0	356	356	
Waste - Recycle for Cambridge & Peterborough (RECAP)	203	0	203	200	Partnership accounts, not solely CCC
Travel to Work	172	0	172	172	Partnership accounts, not solely CCC
Steer- Travel Plan+	54	0	54	54	
Northstowe Trust	101	0	101	101	
Archives Service Development	234	0	234	234	
Other earmarked reserves under £30k	(150)	0	(150)	0	
Sub total	5,382	(205)	5,177	3,780	
Short Term Provision					
Mobilising Local Energy Investment (MLEI)	55	0	55	0	
Sub total	55	0	55	0	
Capital Reserves					
Government Grants - Local Transport Plan	3,897	0	3,897	0	Account used for all of P&E
Other Government Grants	1,579	(626)	953	0	
Other Capital Funding	4,724	(829)	3,895	1,000	
Sub total	10,200	(1,455)	8,745	1,000	
TOTAL	15,667	(1,690)	13,977	4,780	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2018/19						TOTAL SCHEME	
Original 2018/19 Budget as per BP	Scheme	Revised Budget for 2018/19	Actual Spend (December)	Forecast Spend - Outturn (December)	Forecast Variance - Outturn (December)	Total Scheme Revised Budget	Total Scheme Forecast Variance
£'000		£'000	£'000	£'000	£'000	£'000	£'000
	Integrated Transport						
200	- Major Scheme Development & Delivery	514	58	513	-1	513	0
682	- Local Infrastructure Improvements	748	432	748	0	682	0
594	- Safety Schemes	594	419	614	20	594	0
345	- Strategy and Scheme Development work	345	393	345	0	345	0
1,346	- Delivering the Transport Strategy Aims	3,342	1,322	3,301	-41	3,313	0
23	- Air Quality Monitoring	35	12	35	0	35	0
14,591	Operating the Network	16,262	9,479	15,361	-901	16,004	0
	Highway Services						
4,300	- £90m Highways Maintenance schemes	5,062	4,438	4,500	-562	83,200	0
0	- Pothole grant funding	2,415	1,620	2,415	0	2,415	0
0	- National Productivity Fund	692	803	864	172	2,890	0
0	- Challenge Fund	4,171	3,304	4,171	0	6,250	0
0	- Safer Roads Fund	1,302	1,118	1,302	0	1,302	0
0	- Additional Highways Maintenance	6,653	0	6,653	0	6,653	0
	Environment & Commercial Services						
395	- Waste Infrastructure	300	69	300	0	5,120	0
250	- Energy Efficiency Fund	374	81	374	0	1,000	0
0	- Other Schemes	0	0	0	0	214	0
	Cultural & Community Services						
2,611	- Cambridgeshire Archives	2,862	878	2,463	-399	5,180	0
1,321	- Libraries	2,835	-147	1,598	-1,237	3,695	0
	Infrastructure & Growth Services						
3,129	- Cycling Schemes	3,273	888	2,230	-1,043	17,650	0
0	- Huntingdon - West of Town Centre Link Road	957	40	222	-735	9,116	0
1,077	- Ely Crossing	13,109	11,755	12,122	-987	49,000	0
500	- Guided Busway	500	21	500	0	148,886	0
6,663	- King's Dyke	6,000	4,946	6,002	2	13,580	0
0	- Scheme Development for Highways Initiatives	388	82	388	0	1,000	0
0	- A14	146	144	146	0	25,200	0
0	- Soham Station	0	0	0	0	6,700	0
0	- Other schemes	23	25	23	0	1,000	0
0	- Combined Authority Schemes	4,437	3,453	4,462	25	4,422	0
	Other Schemes						
6,000	- Connecting Cambridgeshire	6,000	0	1,000	-5,000	36,290	0
44,027		83,339	45,633	72,652	-10,687	452,249	0
	Capitalisation of Interest	707	0	707	0		
-8,071	Capital Programme variations	-14,931	0	-4,244	10,687		
35,956	Total including Capital Programme variations	69,115	45,633	69,115	0		

The increase between the original and revised budget is partly due to the carry forward of funding from 2017/18, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2017/18 financial year. The phasing of a number of schemes have been reviewed since the published business plan. This still needs to be agreed by GPC.

Additional grants have been awarded since the published business plan, these being 2 tranches of Pothole grant funding and further Safer Roads funding.

Following the October budget announcement, Cambridgeshire County Council has received an additional £6.653m of Local Highways Maintenance funding. This money is to be spent by 31 March 2019 on local highway maintenance including potholes, bridges and other minor highway maintenance works. In accordance with the Department for Transport (DfT) criteria, the use of this money will be published on the County Council website by the end of March 2019 with a copy sent to the DfT.

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.

Operating the Network

A number of traffic signal schemes have been delayed due to issues with land and ongoing consultations, and will not be completed until 2019/20. The schemes are:-

C233 Cherry Hinton Rd Cambridge
C280 Cambridge Mill Rd
B1101 March Dartford Rd
B1049 Histon Water Lane

£90m Highways Maintenance schemes

The £90million funds the highway capital maintenance programme and underpins a three-year rolling programme that is reviewed and approved by members annually. The schemes in this programme are delivered through the highway service contract with Skanska and using the Eastern Highway Alliance framework. During the course of the year it is not uncommon to see changes to the list of projects to be delivered. This is due to a mixture of other more appropriate funding sources becoming available, issues arising from detailed design that require longer to resolve, opportunities to deliver greater efficiencies and value for money through increased coordination, resource availability and innovation.

For the last 4 years the annual budget allocated from the £90m has been £6m and the programme of work to be delivered in year has been put together within this funding envelope. However the £6m budget for 2018/19 was reduced by £1.7m as part of the business planning process to account for expected savings from the Highways contract, leaving a works programme that exceeds the amount of money available. Whilst historically there is normally an underspend against the prudential borrowing programme, the reduced starting budget is resulting in the currently forecast overspend of £1.4m. Given some of the schemes are yet to complete the detailed design and construction stages, the expectation is that the forecast outturn will change further in the coming months, and as a result, this programme will be brought back into balance.

£2m worth of these schemes will be covered by the additional Highways maintenance funding awarded in October and the borrowing will be rephased into next year.

Cambridgeshire Archives

The revised spend figure in 2018/19 is based on a revised cashflow from the contractor. The scheme is still expected to spend to the total budget allocated.

Libraries

Library schemes funded by developer contributions will not commence until 2019/20, these

include Cambourne Library and a new library at Darwin Green.

Community Hub – Sawston

Due to ongoing negotiations with the freeholder, this scheme has been delayed. The scheme is now projected to be completed in 2019-20.

Huntingdon West of Town Centre Link Road

Land cost claims which were not resolved as anticipated in 2017/18 (only £553,000 of that year's £1,510,000 budget was spent) are now expected to be resolved in 2018/19 or beyond. Land values are still under discussion between agents and no payments can be made until an agreement is reached, hence timescales for payment are uncertain.

Ely Crossing

The Ely Southern Bypass road was opened to traffic on 31st October 2018. The final part of the scheme, the Viaduct Walkway and removal of temporary works has taken longer than anticipated and is now programmed for completion in January 2019. The estimated outturn cost of the scheme remains at £49m.

The profile has been adjusted for the remaining financial months of the year and the out turn for the financial year is now anticipated to be approximately £2.1m less than the £14.2m budget. This is largely due to the finishing works taking longer than initially anticipated. The remainder of the final out turn cost (£2.1m) will be spent in the 2019/20 financial year.

King's Dyke

Funding is now approved for £29.98m following detailed design, further site and ground investigation with the revised estimate from the contractor, which includes risk and optimism bias allowances and finalised land costs.

Confirmation of funding has allowed the sale of land to be completed and the land is now in the ownership of Cambridgeshire County Council. Utility diversions have commenced on site and will be completed by the end of February 2019 before construction commences. Archaeological surveys have also been carried out.

The main construction activity is due to commence in February/March 2019, with completion expected in late 2020.

S106 funded Cycling projects

Detailed design is underway on the UK's first Dutch style roundabout at Fendon Road/Queen Edith's Way. There will be a number of public exhibitions held in the autumn ahead of work starting on site early in 2019, with scheme completion planned for June/July 2019. £550,000 of DfT Cycle Safety funding has been secured to give an overall lifetime project budget of £800,000. To date there is not much spend as costs for detailed design have not been billed as yet.

There will be further consultation in early 2019 on proposals for Queen Edith's Way and Cherry Hinton Road.

Abbey-Chesterton Bridge

The construction contract has now been let to Tarmac and it is forecast that the outturn spend will be £1,000,000 less than originally profiled, due to delays in finalising land deals, and will be carried forward into 2019/20.

The Tarmac contract includes the new bridge as well as Phase 1 of The Chisholm Trail, with completion planned for mid-2020.

Delivering the Transport Strategy Aims

Papworth to Cambourne - Highways England have now secured some funding from their central 'Designated Funds'. Their consultants will undertake the detailed design of this scheme. As a result there will be considerably less spend on this project for this financial year, with funding carried forward into 2019/20.

Connecting Cambridgeshire

Due to the nature of the contract with BT, the majority of the costs are back ended and expenditure will not be incurred until 2019/20 and 2020/21. The total scheme cost is still £36.29m.

Capital Funding





2018/19				
Original 2018/19 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2018/19 £'000	Forecast Spend - Outturn (November) £'000	Forecast Funding Variance - Outturn (November) £'000
17,781	Local Transport Plan	17,801	16,900	-901
373	Other DfT Grant funding	13,523	13,523	0
1,287	Other Grants	5,708	5,709	1
5,475	Developer Contributions	7,549	5,516	-2,033
8,170	Prudential Borrowing	24,912	16,899	-8,013
10,941	Other Contributions	13,846	14,105	259
44,027		83,339	72,652	-10,687
-8,071	Capital Programme variations	-14,931	-14,931	0
35,956	Total including Capital Programme variations	68,408	57,721	-10,687


The increase between the original and revised budget is partly due to the carry forward of funding from 2017/18, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2017/18 financial year. The phasing of a number of schemes have been reviewed since the published business plan. Additional grants have been awarded since the published business plan, these being 2 tranches of Pothole grant funding and further Safer Roads funding.

Funding	Amount (£m)	Reason for Change
Revised Phasing (Specific Grant)	4.4	Rephasing of grant funding for King's Dyke (£4.4m) from 2017/18, costs to be incurred in 2018/19.
Additional Funding (Section 106 & CIL)	2.0	Additional developer contributions to be used for a number of schemes (£0.7m). Roll forward of CIL funding for Hunts Link Road for outstanding land compensation costs (£1.0m).
Revised Phasing (Other Contributions)	-2.7	Revised phasing of King's Dyke spend.
Additional Funding / Revised Phasing (DfT Grant)	13.2	Roll forward and additional Grant funding – National Productivity Fund (£0.7m), Challenge Fund (£1.1m), Safer Roads Fund (£1.3m), Cycle City Ambition Grant (£1.4m) and Pothole Action Fund (£2.4m). Additional Highways Maintenance (£6.653m)
Additional Funding / Revised Phasing (Prudential borrowing)	16.4	Additional funding required for increased costs for Ely Crossing (£9.2m). Rephasing of spend for Highways maintenance (£2.5m), Challenge Fund (£2.2m) and Sawston Community Hub (£1.4m)

Economy and Environment

Outcome: The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents									
Measure	Frequency	Previous period	Target	Actual	Date of latest data	Direction of travel (up is good, down is bad)	Current month RAG Status	Year-end prediction RAG Status	Comments
Connecting Cambridgeshire									
% of take-up in the intervention area as part of the superfast broadband rollout programme	Quarterly	54.30%	N/A	58.50%	31-Dec-18	↑	Contextual	Contextual	
% of premises in Cambridgeshire with access to at least superfast broadband	Quarterly	94.90%	95.2%	96.67%	31-Dec-18	↑	On target	On target	
Traffic and travel									
Local bus passenger journeys originating in the authority area	Annual	Approx. 18.7 million	19 million	Approx. 17.3 million	2017/18	↓ High is good	Off Target	Off Target	There is a national decline in bus passenger journeys and Cambridgeshire has been no exception. Uncertainty over funding and insecurity over the long term provision of services has led to passengers seeking alternative methods of travel. Moving forward the trend may be helped by the removal of parking charges at Park and Ride sites and through the introduction of Greater Cambridge Partnership schemes, although these are not planned until 2019/20 at the earliest.
The average journey time per mile during the morning peak on the most congested routes	Annual	4 minutes 52 seconds	4 minutes	4 minutes 45 seconds	September 2016 to August 2017	↑ Low is good	Off target (Red)	Off target (Red)	At 4.45 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 4.52 minutes. The figure for Cambridge city is 5.29 minutes compared to the previous year's figure of 5.44 minutes. The target for 2017/18 is to reduce this to 4 minutes per mile.
Average journey time per mile during afternoon peak	Annual	N/A	Not yet set - baseline	4	September 2016 to August 2017	Low is good	No target set	No target set	This is a new indicator for this set. These figures have come from the annual traffic census we conducted in 2017. This is a baseline figure from which a target could be developed.

Outcome: People lead a healthy lifestyle and stay healthy for longer & The Cambridgeshire economy prospers to the benefit of all Cambridgeshire residents									
Measure	Frequency	Previous period	Target	Actual	Date of latest data	Direction of travel (up is good, down is bad)	Current month RAG Status	Year-end prediction RAG Status	Comments
Traffic and Travel									
Growth in cycling from a 2004/05 average baseline	Annual	74% increase	70% increase	71% increase	2018	<div>  High is good </div>	On target (Green)	On target (Green)	<p>Overall growth from the 2004-05 average baseline is 71%, which is better than the Council's target. There was a 2% decrease in cycle trips in 2018 compared with 2017.</p> <p>Cycling growth is measured by the overall increase across a number of automatic and manual count points located throughout Cambridgeshire, giving a large, robust sample.</p> <p>In 2004/05 there were approximately 40,000 cycle journeys measured in the sample. In 2018 there were approximately 69,000 cycle journeys measured in the sample, yielding a growth of 71% overall.</p>
Traffic entering and leaving Cambridge – motor vehicle total counts at Cambridge Radial Cordon	Annual	203,329	n/a	202,155	2018	<div>  Low is good </div>	No target set	No target set	In 2018, there were 202,155 motor vehicles entering and leaving Cambridge per 12-hour day (7am to 7pm). This is a decrease of 1% compared with 2017.
Changes in traffic flows within Cambridge – motor vehicle total counts at River Cam screenline	Annual	58,843	n/a	56,415	2018	<div>  Low is good </div>	No target set	No target set	The number of motor vehicles crossing the River Cam bridges within Cambridge per 12-hour day (7am to 7pm) was 56,415. This is a decrease of 4% compared with 2017 and a decrease of 11% compared with 10 years ago.
Changes in traffic flows entering Market Towns – motor vehicle counts for market towns in Cambridgeshire	Annual	405,004	n/a	412,060	2018	<div>  Low is good </div>	No target set	No target set	The numbers of motor vehicles entering and leaving the nine market towns per 12-hour day in 2018 were: Huntingdon 77,653, Wisbech 65,397, St. Neots 57,850, St. Ives 49,609, Ely 48,574, March 38,418, Whittlesey 34,180, Ramsey 19,642 and Chatteris 20,737. There was an increase in total motor vehicles entering and leaving the nine market towns in 2018 of 1.7% compared to 2017.

Planning applications									
The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant	Quarterly	100%	100%	90%	1 Oct - 31 Dec 18	<div>  </div>	Within 10% (Amber)	Within 10% (Amber)	

Place and Economy Operational Indicators

Outcome: Ensuring the majority of customers are informed, engaged and get what they need the first time they contact us									
Measure	Frequency	Previous period	Target	Actual	Date of latest data	Direction of travel (up is good, down is bad)	Current month RAG Status	Year-end prediction RAG Status	Comments
Place and Economy Operational Indicators									
% of Freedom of Information requests answered within 20 days	Monthly	66.7%	90%	76.9%	30 Nov 2018	<div>↑</div> <div>High is good</div>	Off Target	Within 10% (Amber)	A total of 26 Freedom of Information Requests were received during the month of November. 20 of these were responded to within the 20 working day deadline.
% of complaints responded to within 10 days	Monthly	87%	90%	90%	31 Dec 18	<div>↑</div> <div>High is good</div>	On target (Green)	On target (Green)	Currently out of 60 complaints received for December, 54 were responded to within the 10 working days giving an 90% pass rate.

Outcome: Having Councillors and officers who are equipped for the future									
Measure	Frequency	Previous period	Target	Actual	Date of latest data	Direction of travel (up is good, down is bad)	Current month RAG Status	Year-end prediction RAG Status	Comments
Place and Economy Operational Indicators									
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.	Monthly	3.4 days per f.t.e.	6 days per f.t.e	3.6 days per f.t.e.	31 March 2018	<div>↓</div> <div>Low is good</div>	On target (Green)	On target (Green)	<p>The 12-month rolling average has increased slightly to at 3.6 days per full time equivalent (f.t.e.) and is still below (better than) the 6 day target.</p> <p>During March the total number of absence days within Place and Economy was 207 days based on 500 staff (f.t.e) working within the Service. The breakdown of absence shows that 137 days were short-term sickness and 70 days were long-term sickness.</p> <p>The launch of the new ERP Gold system has caused a delay in reports from this new data which means there is currently no data for the current financial year while new reports are written and tested.</p>

CAMBRIDGE CITY WORKS PROGRAMME

Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
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Carried Forward from 2016/17

Total LHI Schemes Total Completed		22			
Total Outstanding		21			
		1			
15644	Cherry Hinton	Rosemary Ln & Church End	Speed control measures	RED	Liasing with City Cllr regarding any outstanding work. Recent survey carried out on Church End which will feed into this.

Carried Forward from 2017/18

Total LHI Schemes Total Completed		39			
Total Outstanding		34			
		5			
16147 - 30CPX01643	Queen Edith	Queen Edith Way	MVAS	RED	MVAS awaiting collection and go ahead from City Council. Delays with this scheme are due to the fact we have to wait on the city council confirming they have the resources in place to manage the speed indicating units and move them about as required. City council is currently going through a restructure and they are unsure currently of available resource going forwards. Cty Cllr's are aware.
16168	Abbey	Newmarket Rd/ BarnwellRd roundabout	Improve safety for cyclists	RED	Currently in for TC 29/10/18, waiting on Road safety audit. Delays to date due to lead in times from other teams within the organisation, redesigned several times due to feedback from the cycling team and road safety team. Careful approach here due ot the fact this is a cluster site.
16137 - 30CPX01653	Chesterton	High Street, Arbury Rd, Victoria Rd	MVAS	RED	MVAS awaiting collection and go ahead from City Council. Delays with this scheme are due to the fact we have to wait on the city council confirming they have the resources in place to manage the speed indicating units and move them about as required. City council is currently going through a restructure and they are unsure currently of available resource going forwards. Cty Cllr's are aware.
16138 - 30CPX01652	Various	Multiple Roads	Street lights replacements	RED	CCC to check all lights have now be installed and connected by BBLP 13/12. Delays due to BBLP lead in times and the time taken between the column being erected and the UKPN connections being completed.

Current Year Schemes 2018/19

Total LHI Schemes Total Completed		27			
Total Outstanding		3			
		24			
30CPX02275	Arbury	Carlton Way	School KEEP CLEAR marking	GREEN	Awaiting delivery date from contractor - 26/11
30CPX02274	Petersfield	Mill Road	Extend TRO operation	GREEN	Consultation commenced 04/12 over Christmas period.

30CPX02276	Chesterton	Chesterton Road/Holme Croft	Increase Cycle Reservoir	GREEN	Designing - TTRO submitted for work.
30CPX02277	Coleridge	Coleridge Road	MVAS	GREEN	MVAS awaiting collection and go ahead from City Council
30CPX02278	Queen Ediths	Hills Road	Cycle Racks and hardstanding	AMBER	Scheme with City Council and to be delivered by them. Advised by JR on 04/12 that should be done by end of FY.
30CPX02279	Castle	Mnt Pleasant/Shelly Row/Albion Row	20 mph zone	RED	Scheme with City Council and to be delivered by them. Advised by JR on 04/12 that this now wont be done before end of FY
30CPX02280	Arbury	Metcalfe Road/Carlton Way	Street Light	GREEN	Ordered through Balfour Beatty.
30CPX02281	West Chesterton	Gilbert Road	Replace damaged slabs - place to place	AMBER	Design sent to City Cllr for approval - 22/12. Awaiting confirmation to proceed from him.
30CPX02282	Newtown	Newtown/Glisson Road	Temp TRO for road closures to determine if a suitable locations for a permanent closure can be found	GREEN	ANPR survey commenced 10/12/18 for one week. Data to be analysed following this and discussed with steering group.

30CPX02283	Chesterton	Ward Wide	Improved shared/segregated cycleway signs	GREEN	Designing, to be submitted for TC by end of Dec
30CPX02284	Castle	Victoria Road/Histon Road	Install bollards and repair damaged fencing	GREEN	WORKS COMPLETE
30CPX02285	Cherry Hinton	Church End	Point closure to prevent through traffic	RED	Traffic survey complete, data now being analysed and will feedback to Cty Cllr following this. Survey data to inform design. Likely to proceed with give way feature at agreed location.
30CPX02286	Romsey	Mamora Road	Double Yellow Lines	GREEN	Works to be delivered W/C 14/01, weather permitting.
30CPX02287	Arbury	Arbury/Kings hedges	Remove barriers at various location and replace with bollards	GREEN	Awaiting confirmation from Cty Cllr to proceed with scheme.
30CPX02288	Arbury	Erasmus Close/Darwin Drive	Double Yellow Lines	GREEN	Works to be delivered W/C 14/01, weather permitting.
30CPX02289	Chesterton	Logans Way	Double Yellow Lines	GREEN	Works to be delivered W/C 14/01, weather permitting.
30CPX02290	Abbey	Rawlyn Road	Bus Layby markings	GREEN	Works to be delivered W/C 14/01, weather permitting.
30CPX02291	Petersfield	Devonshire Road	HGV restriction to TRO and relevant signs	AMBER	Proceeding with installation of cushions - design submitted to road safety team and policy and regulation 26/11/18 for comments and formal consultation. Consultation to start end of Jan.
30CPX02292	Kings Hedges	Cambury Court	Dropped crossing	GREEN	Waiting for TC - submitted 11/09 - Chased 04/12
30CPX02293	Kings Hedges	Jolley Way	Street light	GREEN	WORKS COMPLETE
30CPX02294	Kings Hedges	Woodhead Drive	Double Yellow Lines	GREEN	Works to be delivered W/C 14/01, weather permitting.
30CPX02295	Cherry Hinton	Gunhild Close	Double Yellow Lines	GREEN	Works to be delivered W/C 14/01, weather permitting.
30CPX02296	Petersfield	Great Northern Road	Zebra crossing	RED	Sent to BBLP for lighting design 06/12. Currently with road safety team for audit. Work likely to overrun into new financial year. Cty Cllr aware.
30CPX02297	Chesterton	Fen Road	KEEP CLEAR marking	GREEN	Awaiting start date for lining work
30CPX02298	Market	Unitarian Church/Victoria St	Double Yellow Lines	AMBER	Consultation commences 04/12
30CPX02299	Petersfield	Broad St/Flower St	No through road signs	GREEN	WORKS COMPLETE
	West Chesterton	Hurst Park	Dropped crossing	GREEN	TC received back from contractor on 12/12 - currently being reviewed. Works to be delivered Feb 19

SOUTH CAMBRIDGESHIRE WORKS PROGRAMME

Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
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Carried Forward from 2017/18

Total LHI Schemes Total		29			
Completed		27			
Total Outstanding		2			
16226 - 30CPX01564	Willingham	Thodays Cl	Parking restrictions to manage safety outside school	RED	To be delivered 20/12 - outstanding signs to be installed 11/01. Delays due to informal consultation carried out, this resulted in several redesigns of the extents of the restrictions. Scope changed from the original bid and trial scheme.
16239 - 30CPX01551	Gamlingay	Everton Rd, The Heath	New footway provision	RED	PC have now confirmed they have managed to find £11k to contribute towards the scheme. Email received from them on 12/12. Aim to get delivered before end of FY. Delays in delivery to date were down to PC not being able to fund their proportion of the work. This caused the scheme to be put on hold indefinitely pending PC confirmation of funding.

Current Year Schemes 2018/19

Total LHI Schemes		25*			
Total Completed		7			
Total Outstanding		18			
30CPX02364	Balsham	High Street	Zebra	RED	Due to issues with developer this will be carried into next year. Will focus this year on getting flashing signs installed and progress zebra as far as possible. Site meeting being arranged with development management to push developer along. PC aware
30CPX02357	Bassingbourn cum Kneesworth	High Street	GW feature	AMBER	Awaiting TC from contractor - sent to them Aug 18.
30CPX02351	Bourn	High Street	Footpath widening	AMBER	Design underway - will be sent for TC 18/01.
30CPX02365	Cambourne	School Lane	Zebra	AMBER	Received safety audit back 03/12 - sent off lighting design to BBLP to make suggested amendments 07/12.
30CPX02361	Castle Camps	Village Entrances	Buffer Zone + Wig-Wags	GREEN	In for TC 15/11.
30CPX02366	Caxton	Village Entrances	Buffer Zones/lining works/MVAS	GREEN	In for TC 23/11.
30CPX02368	Coton	High Street/Cambridge Road	Lining adjustments/parking restrictions	GREEN	PC have advised they want to go ahead with changes to junction following end of Greenways consultation - designing 03/12 for TC 18/01.
30CPX02362	Duxford	St Peter's St	HGV signs	GREEN	WORKS COMPLETE
30CPX02353	Elsworth	Brockley Road	GW feature	RED	PC have now requested a 20mph zone, scope agreed, now collecting speed data through village to evidence change in limit. Speed boxes to be put up 07/01/19.
30CPX02354	Eltisley	Village Entrances	Lining at entry points to village/improve 30 limit	GREEN	Works ordered - 06/12 - awaiting delivery date.
30CPX02358	Fulbourn	Station Road	Kerb lifting/footpath improvements	GREEN	WORKS COMPLETE
30CPX02367	Grantchester	Village wide	20 limit/traffic calming/village gateways/DYLS	AMBER	Waiting to hear back from the PC on proposed redesigns - PC possibly looking to change the scope of the scheme and add in significant amount of additional improvements. PC meeting 11/12/18 to discuss and inform redesign.
A14 community fund	Graveley	High Street	MVAS	GREEN	WORKS COMPLETE
30CPX02352	Haslingfield	Barton Road	Cushions/GW features - also MVAS via 3rd party	GREEN	WORKS COMPLETE

30CPX02363	Hauxton	Church Road	MVAS	GREEN	WORKS COMPLETE
A14 community fund	Histon/Impington	Station Road	Village centre improvements	GREEN	Sent for Target Cost Sept 18 - chased 3 times.
30CPX02370	Litlington	Royston Road	MVAS	GREEN	Awaiting collection by PC
30CPX02369	Longstanton/Oakington	High Street	MVAS	GREEN	Awaiting collection by PC
A14 community fund	Milton	Winship Road	Cycle Improvements	GREEN	WORKS COMPLETE
30CPX02360	Newton	Whittlesford Road/Cambridge Road/Fowlmere	Speed cushions/lining adjustments	AMBER	Design to be submitted for TC 18/01
30CPX02356	Rampton	King Street	Street light	RED	Developer chased (04/12) regarding location of new houses - subject to his response this scheme may no longer be deliverable due to relocation on site of existing telegraph pole.
30CPX02350	Steeple Morden	Station Road	MVAS	GREEN	Awaiting collection by PC
A14 community fund	Swavesey	Middle Watch	Footway widening	GREEN	To be delivered in Feb half term, costs all agreed, (HE picking up overspend), and order raised 10/12/18.
30CPX02355	Toft	Comberton Road/High Street	MVAS	GREEN	WORKS COMPLETE
30CPX02359	Whittlesford	North Road	GW Feature	GREEN	WORKS COMPLETE

HUNTINGDONSHIRE WORKS PROGRAMME

Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
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Carried Forward from 2017/18

Total LHI Schemes		24			
Total Completed		23			
Total Outstanding		1			
16216 - 30CPX01574	St Neots	Loves farm	Managed parking control scheme for the whole estate	RED	Formal consultation completed and work now submitted for target cost. Delays in scheme to date have largely been down to the amount of consultation required and the level of stakeholder interest in the proposed changes to the existing highway layout. This has also required reconciling with the previous scheme delivered in 15/16 through Longsands area of St Neots.

Current Year Schemes 2018/19

Total LHI Schemes Total Completed		23*	*includes 1 x A14 community funded schemes		
Total Outstanding		4			
		19			
30CPX02336	Old Hurst	Church Street	Double yellow lines on the bend	GREEN	Formal consultation to finish 31/10/18. About to submit for Target Cost.
30CPX02342	Alconbury	Great North Road	Unsuitable for HGV's' sign and additional weight limit signs	GREEN	To be submitted for Target Cost soon.
30CPX02335	Little Paxton	Mill Lane	Zebra crossing	AMBER	Awiting confirmation from Kier that we can take power feed through planted area. Submitted for Target Cost.
30CPX02346	Yaxley	Daimler Avenue	Double yellow lines and single yellow lines	GREEN	Formal consultation to finish 08/11/18. Sent for Target Cost.
30CPX02338	St Neots	Longsands Road	Wig-wag devices with temp 20mph limit	GREEN	WORKS COMPLETE
30CPX02344	Yelling	Village area	MVAS	GREEN	WORKS COMPLETE
30CPX02328	Huntingdon	California Road	Speed table	GREEN	Sent to P&R - to be advertised starting 31st Oct. Awaiting confirmation from Road Safety Audit on final design changes.
30CPX02341	Elton	Village area	Replace and renovate existing conservation street lighting	GREEN	Works underway on site. Being managed by Parish Council.
30CPX02331	Great Gransden	Crow Tree Street / Meadow Road	Level footway and install 40mph buffer zone	GREEN	WORKS COMPLETE
30CPX02329	Huntingdon	Various Streets	Various parking restrictions	GREEN	Informal Complete. Final Design and awaiting go ahead from TC. Police informed. Orders yet to be advertised.
30CPX02348	Glatton	Glatton Ways / Infield Rd / Sawtry Rd / High Haden Rd	Gateway features on entrances to village	GREEN	Gateways on order, to arrive end of Octover. Designs complete.
30CPX02330	Huntingdon	Sapley Road	Replace give way feature with speed table, install pair of speed cushions	GREEN	Sent for Target Cost. Formal consltation starting 31st Oct.
30CPX02337	St Neots	Nelson Road / Bushmead Road	Junction widening and improvements	AMBER	Trial holes complete. Need to serve notice on utility companies as they are at incorrect depths. Detailed design almost complete.
30CPX02347	Tilbrook	High Street / Station Road	MVAS and 20mph limit (Station Rd)	GREEN	Formal consultation completion 07/11/18. MVAS being delivered as part of larger bulk order across County to reduce costs - Order to arrive early November 2018.
30CPX02332	Ramsey Heights	Uggmere Court Road	MVAS, gateways and improved signing/lining	GREEN	Submitted for Target Cost.
30CPX02327	St Ives	Marley Road	Improve warning signs/lines	GREEN	Submitted for Target Cost.
30CPX02339	Earith	Cooks Drove	New footway	GREEN	Submitted for Target Cost.
30CPX02334	Brampton	Village area	20mph limit around village	GREEN	Formal consultation complete, objections to scheme. Delegated decision recently undertaken. Target cost to be submitted soon.
	Godmanchester	West St / Cambridge St / Post St	MVAS	GREEN	Being delivered as part of larger bulk order MVAS scheme across County to reduce costs - Order to arrive early November 2018.

30CPX02345	Abbots Ripton	B1090 / Station Rd / Huntingdon Rd	MVAS and 40mph buffer zones on each village approach	GREEN	Finalising Design. Informal with Police complete. Target Cost submitted.
30CPX02333	Upwood and The R	Huntingdon Road	MVAS	GREEN	Being delivered as part of larger bulk order MVAS scheme across County to reduce costs - Order to arrive early November 2018.
30CPX02343	Alconbury Weston	North Road / Highfield Avenue	Improve drainage	GREEN	COMPLETE - New grips cut in the area have solved the problem. PC have accepted this as a good solution.
A14 Community Fund	Buckden	Mill Road / Church Street	Zebra crossing	GREEN	Sent for Target Cost. Sent to P&R for notice of intent/consultation.

FENLAND WORKS PROGRAMME

Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
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Carried Forward from 2017/18

Total LHI Schemes		13			
Total Completed		11			
Total Outstanding		2			
16200 - 30CPX01590	March	City Road	Footway Extension	RED	Scheme awaiting start date from contractor. Delays to date due to transfer of land deeds from third party organisation to CCC.
16198 - 30CPX01592	Parson Drove	Sealeys Lane	Footway Extension	RED	TC has now been agreed, awaiting contractor start date. Delays to date due to needing to get the design approved by the drainage board. Despite chasing this additional phase added a considerable amount of time to the design process, the design has now been agreed and finalised.

Current Year Schemes 2018/19

Total LHI Schemes Total Completed Total Outstanding		13			
		1			
		12			
30CPX02321	Wisbech St Mary	Leverington Common	Lining/ coloured surfacing at Bellamy's Bridge	AMBER	PC approved design, safety comments reviwed and incorporated. Sent for TC 13/12
30CPX02317	Whittlesey	Coates/ Eastrea	Provide MVAS/ SID	GREEN	Awaiting collection by PC
30CPX02319	Benwick	Doddington Road	Gateway feature and 40mph buffer zone	GREEN	Target Cost approved by Parish. Order raised 23/10 along with TRO
30CPX02313	Wisbech	Ramnoth Rd, Money Bank, QE Drive, Copperfields, Mansell	Extend existing DYL	AMBER	Submitted for Target Cost 28/09. TC chased 10/12.
30CPX02323	Christchurch	Upwell Road	Gateway feature at Upwell Road & upgrade existing cross road warning sign	GREEN	Order raised for works 28/11 - awaiting start date from contractor
30CPX02316	Wisbech St Mary	High Road	Reduced localised speed limit with 40mph buffer & traffic calming	AMBER	PC have approved design - now sending to road safety team for audit 14/12
30CPX02325	March	FP between Suffolk Way & Eastwood Avenue	Install bollards/ kissing gate	GREEN	No contact from LHO. Proceeding with design.
30CPX02324	Newton	High Road	Culvert drain and widen adjacent footway	RED	Due to costs from drainage board exceeding budget by around 400% this scheme has now been put on hold subject to PC confirmation.
30CPX02315	Tydd St Giles	Kirkgate	Provide MVAS/ SID	GREEN	Awaiting collection by PC
30CPX02320	Gorefield	High Road	Gateway feature on east & west approach	AMBER	TC returned, cost exceed budget, awaiting PC response regarding descoping 07/12.
30CPX02318	Wimblington	Village approaches	Gateway on 3 approaches and kerb re- alignment	AMBER	Submitted for Target Cost 19/10. TC chased 12/12.
	Whittlesey	West Delph - Yarwells Headlands	Kerb realignment and footway extension	GREEN	WORKS COMPLETE
30CPX02314	Wisbech	Colville Road/ Trafford Road	Build out inc. cushion	AMBER	Design with Road safety team for audit and also policy and regulation.

EAST WORKS PROGRAMME

Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
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Carried Forward from 2017/18

Total LHI Schemes Total Completed		13			
Total Outstanding		9			
		4			
16181 - 30CPX01609	Witchford	Main Street	Footway Widening	RED	Works were held back to be delivered with their 18/19 LHI Scheme as it made sense to package together. However we have encountered issues with the current placement of the bus stand highlighted by the Safety Audit. This is currently holding back the installation of the raised table. Scheme to be split into separate works to prevent further hold up. Awaiting the two Target Cost's.
16183 - 30CPX01607	Burwell	Ness Road	Safer crossing point and speed reduction / calming	RED	Delays due to design change and costing issues. PC approved costing, works order (Skanska & Balfour Beattys). Order raised, programmed for January 2019. Some delays due to Cadent Gas.
16186 - 30CPX01604	Brinkley	Weston Colville Road	Two Pairs Roshill Cushions (Calming)	RED	Target Cost agreed and order for work raised. Increased cost for the scheme overall due to addition of carriageway resurfacing on approaches to the crossing. Being paired with Fordhams 18/19
16180 - 30CPX01610	Fordham	Isleham Road	40mph speed limit from Barrowfield Farm. Raised Zebra crossing outside the school.	RED	Due to staff turnover, lack of handover and scheme was with us from Feb-Oct 18 . Works Ordered, scheme start date 17th December 2018, anticipated 1-2 days works (weather dependant)

Current Year Schemes 2018/19

Total LHI Schemes Total	12
Completed Total Outstanding	1
	11

30CPX02302	Soham	Ten Bell Lane	Install DYL at junction	GREEN	WORKS COMPLETE
30CPX02307	Pymoor	Various	Change core to 30, keep 40 approaches. Remove VAS & install MVAS	GREEN	TRO advertisement in press 6th Dec. Target cost received, works to be ordered once legal order has been agreed
30CPX01609	Witchford	Main Street	Raised table	GREEN	Scheme to be split into separate works to prevent further hold up. Awaiting the two Target Cost's. Paired with 17/18 LHI
30CPX02308	Sutton	High Street	Junction re-prioritisation	AMBER	Sent alternative design to PC for review- cushions on Church Lane and unsuitable for HGV signs
30CPX02303	Wicken	Butt Lane, Pond Green & Chapel Lane	Install DYL	GREEN	Initial plans sent to Parish. Awaiting responses. Target cost to be sent end October.
30CPX02306	Coveney	The Green/ Jerusalem Drove	Enhance existing playground signs, move SL	GREEN	TRO advertisement in press 15th Nov - 7th Dec. Target cost received, works to be ordered once legal order has been agreed
30CPX02310	Ely - Queen Adelaide	Ely Road, Mile End Road, Puntney Hill Road	Buffer zones and gateway features	GREEN	Scheme agreed with applicant, permissions being gained from EA & drainage boards. Requires TRO & needs submitting for target cost.
30CPX02304	Fordham	Mildenhall Road, Church Street junction	Improve sign and lining at junction	GREEN	Designed, awaiting Target Cost, being paired with LHI from 17/18
30CPX02305	Woodditton	Village entrances	40mph buffer to the north & 3 gateway features	GREEN	Submitted for Target Cost.
30CPX02311	Ely	Forehill	Shallow table at bottom of Forehill	AMBER	Scheme agreed with applicant, safety audit received, need to check status of Back Hill scheme. Needs submitting for target cost.
30CPX02309	Lode	Quy Road	Supply & install MVAS	GREEN	Awaiting collection by PC
30CPX02301	Isleham	Fordham Road	Speed watch equipment & MVAS	GREEN	Awaiting collection by PC

Detailed Tree Data

District	Reason for removal																								
	Damaged				Diseased / Dead				Subsidence				Obstruction				Natural Disasters				Area Total				
	Jan to End of June 2017	July - End of Dec 2017	Jan to End of June 2018	July - Sept 2018	Jan to End of June 2017	July - End of Dec 2017	Jan to End of June 2018	July - Sept 2018	Jan to End of June 2017	July - End of Dec 2017	Jan to End of June 2018	July - Sept 2018	Jan to End of June 2017	July - End of Dec 2017	Jan to End of June 2018	July - Sept 2018	Jan to End of June 2017	July - End of Dec 2017	Jan to End of June 2018	July - Sept 2018		Jan to End of June 2017	July - End of Dec 2017	Jan to End of June 2018	July - Sept 2018
Cambridge	0	0	0	0	0	0	0	0	6	0	0	0	0	1	3	0	0	0	0	0	10	3	0	0	0
South Cambs	0	0	1	0	14	5	5	0	0	0	0	1	0	1	0	1	2	0	0	0	30	0	0	0	1
Huntingdonshire	0	0	0	0	12	8	3	0	4	1	1	0	0	0	1	0	2	1	2	0	35	0	0	0	0
East Cambs	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	3	0
Fenland	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0
Total	0	0	1	0	30	14	9	2	10	1	1	1	0	2	4	1	4	1	4	0	85	3	0	3	1
													January to end of June 2017 - Total Removed				44								
													July - End of December 2017 - Total Removed				18								
													January to end of June 2018 - Total Removed				19								
													July to end of Sept 2018 - Total Removed				4								
Note: 1 tree removed from Highway land in East Cambs December 2017 - this was for a Christmas Tree and will be replaced by Soham Rotary Club															Total Planted				7						

**ECONOMY AND ENVIRONMENT COMMITTEE – AGENDA PLAN, TRAINING PLAN
AND APPOINTMENTS TO OUTSIDE BODIES, PARTNERSHIP LIAISON AND
ADVISORY GROUPS**

To: **Economy and Environment Committee**

Meeting Date: **7th February 2019**

From: **Graham Hughes – Executive Director, Place and Economy**

Electoral division(s): **All**

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

Purpose: **To review the Committee's agenda plan and training plan, and to consider, review and agree any appointments to outside bodies, internal advisory groups / panels, partnership liaison and advisory groups or Council Champion appointments within the Committee's remit.**

Recommendation: **It is recommended that the Committee:**

- (i) review its agenda plan attached at Appendix 1;**
- (ii) note its training plan attached at Appendix 2:**
- (iii) review and agree any appointments to the outside bodies, partnership liaison and advisory groups and panels or Council Champion appointments requiring a Committee decision.**

<i>Officer contact:</i>	
Name:	Rob Sanderson
Post:	Democratic Services Officer
Email:	Rob.sanderson@cambridgeshire.gov.uk
Tel:	01223 699181

1. BACKGROUND

- 1.1 This Committee reviews its agenda plan and training plan at every meeting and reviews its appointments on an annual basis at its May meeting but sometimes has additional appointments to be agreed that emerge during the year.

2 AGENDA AND TRAINING PLANS

- 2.1 The Agenda Plan is attached as Appendix 1. Any changes since publication of the report will be orally reported at the meeting.
- 2.2 The Training Plan attached as Appendix 2 is the standard update report with no changes to the Plan from that reported at the January Committee meeting.

3. APPOINTMENTS

- 3.1 There were none to consider at the time the report was written. Should any appointments arise between publication of the agenda and the Committee meeting they will be orally reported and a decision sought.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

4.2 Helping people live healthy and independent lives

There are no significant implications for this priority.

4.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

5. SIGNIFICANT IMPLICATIONS

- 5.1 There are no significant implications within these categories:

- Resource Implications
- Procurement/Contractual/Council Contract Procedure Rules Implications
- Statutory, Legal and Risk Implications
- Equality and Diversity Implications
- Engagement and Communications Implications
- Localism and Local Member Involvement
- Public Health Implications

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Not applicable
Have the procurement/contractual/Council Contract Procedure Rules implications been cleared by	Not applicable

Finance?	
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Not applicable
Have the equality and diversity implications been cleared by your Service Contact?	Not applicable
Have any engagement and communication implications been cleared by Communications?	Not applicable
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Not applicable
Have any Public Health implications been cleared by Public Health	Not applicable

Source Documents	Location
None	

ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN

Published on 2nd January 2019
update 29th January 2019

APPENDIX 1

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.

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
14/03/19	Non Statutory consultation East-West Rail	Jeremy Smith / Andy Preston	Not applicable	01/03/19	05/03/19
	Transport Scheme Development	Karen Kitchener	Not applicable		
	Kennett Village Garden Outline Planning Application	Juliet Richardson	Not applicable		
	Wellcome Trust Genome Campus	Colum Fitzsimons	Not applicable		
	Land North West of Spittals Way and Ermine Street Great Stukeley	Judit Carballo	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Cambridge Northern Fringe East Area Action Plan	David Carford	Not applicable		
	Full Fibre Connectivity	Noel Godfrey	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside / Other Appointments	Rob Sanderson Democratic Services	Not applicable		
11/04/19 (Reserve date)	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	28/03/19	02/05/19
	Economy and Environment Committee Agenda Plan, Training Plan and Outside / Other Appointments	Rob Sanderson Democratic Services	Not applicable		
23/05/19	Highways Response to West Cambridge Master Planning Report	David Allatt	2018/040	10/05/19	14/05/19
	Cambridge Capacity Study	Jeremy Smith / Andy Preston	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside / Other Appointments	Rob Sanderson Democratic Services	Not applicable		
20/06/19 Reserve date)	Economy and Environment Committee Agenda Plan, Training Plan and Outside / Other Appointments	Rob Sanderson Democratic Services	Not applicable	07/06/19	11/06/19

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
11/07/19	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	28/06/19	02/07/19
	Economy and Environment Committee Agenda Plan, Training Plan and Outside / Other Appointments	Rob Sanderson Democratic Services	Not applicable		
15/08/19 (Reserve Date)	Finance and Performance Report	Finance and Performance Report	Not applicable	02/08/19	06/08/19
19/09/19	Economy and Environment Committee Agenda Plan, Training Plan and Outside / Other Appointments	Rob Sanderson	Not applicable	06/09/19	10/09/19
17/10/19	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	04/10/19	08/10/19
	Economy and Environment Committee Agenda Plan, Training Plan and Outside / Other Appointments	Democratic Services	Not applicable		
14/11/19	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	01/11/19	05/11/19
	Economy and Environment Committee Agenda Plan, Training Plan and Outside / Other Appointments	Rob Sanderson Democratic Services	Not applicable		
05/12/19	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable	22/11/19	26/11/19
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
16/01/20	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable	03/01/20	07/01/20

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Agenda Plan	Democratic Services	Not applicable		
06/02/20 (reserve date)				24/01/20	28/01/20
05/03/20	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	21/02/20	25/02/20
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
23/04/20	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable	08/04/20	14/04/20
	Economy and Environment Committee Agenda Plan, Training Plan and Outside / Other Appointments	Rob Sanderson Democratic Services	Not applicable		
28/05/20	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside / Other Appointments	Rob Sanderson Democratic Services	Not applicable		

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red bold text have not yet taken place or details are still to be confirmed (now only item 17) – Note all Friday Member seminars are now open to District Councillors

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 Cttee 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 Anna Bailey Matthew Shuter	26% of full Council Membership 40% of main E and E Committee membership

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
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 membership

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
5.	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 Williams, Tim Wotherspoon,	16% of Council membership 50% of main E and E Committee membership
6.	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	20% of Council membership 40% of main E and E

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
								Lynda Harford Anne Hay Linda Jones Lina Joseph Noel Kavanagh Joshua Schumann	Committee membership
7.	Flood Risk Management Strategy and work	To help provide a better understanding of the subject	Sass Pledger, Julia Beeden	Wed Oct 25 th 2017 2-4pm	KV Room	Seminar	All	Ian Bates Anna Bradnam John Gowing Mark Howell Tom Sanderson Joan Whitehead John Williams Tim Wotherspoon	13% of Council membership 30% of main E and E Committee membership
8.	Energy Strategy and Work	To help provide a better understanding of the subject and	Sass Pledger, Sheryl French	Mon 13 th Nov 2017 10am-12pm	KV Room	Seminar	All	Ian Bates Anna Bradnam John Gowing Mark Howell Joshua	10% of full Council membership

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red bold text have not yet taken place or details are still to be confirmed (now only item 17) – Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
		provide a progress update						Schumann Terry Rogers	10% of main E and E Committee membership
9.	County Planning Minerals and Waste	To help provide a better understanding of the subject and provide a progress update	Sass Pledger, Emma Fitch	Wed 29 th Nov 2017 2-4pm	KV Room	Seminar	All	David Connor Anna Bradnam Ian Gardener John Gowing Lynda Harford Terry Rogers Joan Whitehead John Williams	13% of full Council membership 20% of main E and E Committee membership
10.	Major railway projects	To help provide a better understanding of the subject and provide a	Jeremy Smith	Mon 18 th Dec 2017 2-4pm	KV Room	Seminar	All	Donald Adey David Ambrose Smith Anna Bradnam John Gowing Ian Bates	16% of full Council membership 40% of main

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
		progress update						Lis Every Bill Hunt Terry Rogers Joan Whitehead John Williams	E and E Committee membership
11.	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 Kavanagh Ian Manning Mac McGuire Lucy Nethsingha	39% total Council Membership 20% of main E and E Committee membership

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
								Terry Rogers Mike Shellens Mandy Smith Joan Whitehead John Williams	
12.	A14 site visit (Limited to 12 places)	To see the progress on the construction and to be given more details on site	Stuart Walmsley / Highways England	2 p.m. 10 th April 2018	On site Swavesey	Site Visit	E and E Cttee but opened up to all County Councillors	Bates Batchelor Criswell Dupre Hunt Jenkins Wotherspoon	12% of full Council membership 20% of main E and E Committee membership
13.	Further Ely Bypass Site Visit	To view the site and construction progress	Brian Stinton/ Stuart Walmsley	9 th May 2018	On site	Site Visit	E and E Cttee and Subs	Connor Hunt	3% of Full Council membership 10% of Committee membership but 30%

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
									attended an earlier site visit
14.	The Combined Authority	To provide an understanding of the Authority and its relationship to the County Council and other partners	Martin Whiteley Combined Authority	10.30am Friday 15 th June 2018 one hour plus slot	KV Room	Topic Monthly Member Seminar	All	A Bradnam A Costello S Count P Downes J French J Gowing L Harford N Harrison A Hay R Hickford M Howell P Hudson L Jones S King S Tierney J Whitehead T Wotherspoon	28% of Council membership 20% of main E and E Committee membership

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

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Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
15.	Section 106 and CIL Process Approach to the Agreement and Inclusion of Community Infrastructure Levy and Section 106 Funding	To explain the Section 106 process as it applies to the County Council	Juliet Richardson	7 th December 2018		To provide more information on the detail	All	D Ambrose-Smith A Bailey C Boden A Bradnam S Bywater S Count S Criswell P Downes M Goldsack J Gowing P Hudson B Hunt T Sanderson M Shellens J Whitehead	25.5% of Council membership 10% of main E and E Committee membership
16.	New Developments	To include information on <ul style="list-style-type: none"> future proofing new homes to take account of the 	Juliet Richardson	7 th December 2018		To provide more information on specific issues requested	See above	See above	See above

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red bold text have not yet taken place or details are still to be confirmed (now only item 17) – Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
		demands of a rising elderly population, <ul style="list-style-type: none"> • builders installing solar panels • landscaping tree planting programmes • Provision and barriers to providing electric charging points in new homes. 				by Members as listed,			
17.	Cambridgeshire and Peterborough Minerals and Waste Local	To hold a future Member seminar to extend invitations to	Ann Barnes	15 th March 2019 Seminar	KV Room Shire Hall	To provide more information on the detail			

ECONOMY AND ENVIRONMENT COMMITTEE TRAINING PLAN

Those in red bold text have not yet taken place or details are still to be confirmed (now only item 17) – Note all Friday Member seminars are now open to District Councillors

Ref	Subject	Purpose	Responsibility	Date	Venue	Nature of training	Attendance by:	Cllrs Attending	Percentage of total
	Plan	District Councillors							
18.	Approach to the Agreement and Inclusion of Community Infrastructure Levy and Section 106 Funding	To hold a future Member seminar to extend invitations to District Councillors	Juliet Richardson	The proposal agreed at the November E and E Committee was to combine this with item 15 the seminar slot on 7 th December	KV Room Shire Hall	To provide more information on the detail	See 15 above	See 15 above	See 15 above

