

ECONOMY AND ENVIRONMENT COMMITTEE



Date: Thursday, 14 March 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/ccc-conduct-code>
2. **Minutes 7th February 2019 Economy and Environment Committee** 5 - 18
3. **Minute Action Log update** 19 - 24
4. **Petitions and Public Questions**

DECISIONS

5. **East West Rail Company Consultation on Route Options between Bedford and Cambridge** 25 - 54
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INFORMATION AND MONITORING

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13.	Date of Next Meeting 23rd May 2019 Subject to the April meeting being cancelled.	

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, 7th February 2019

Time: 10.00 a.m. to 11.40 a.m.

Present: Councillors: D Ambrose-Smith, I Bates (Chairman), D Connor, R Fuller D Giles, D Jenkins (Substitute for Councillor Williams), N Kavanagh, S Tierney and T Wotherspoon (Vice- Chairman)

Apologies: Councillors H Batchelor and J Williams

206. DECLARATIONS OF INTEREST

None

207. MINUTES

The minutes of the meeting held on 10th January 2019 were agreed as a correct record.

208. MINUTE ACTION LOG

The following oral update was provided (which had also been sent in an e-mail to the Committee on 5th February) in respect of the query on Minute 199 - 'Integrated Transport Block Funding Allocation Proposals' b) Air Quality Monitoring Budget – regarding if the Greater Cambridge Partnership contributed to the air quality monitoring budget and if not, whether they could be approached.

“Following investigation I can clarify that Greater Cambridge Partnership (GCP) does not contribute directly to the air quality monitoring budget, or the mitigation measures that this budget supports. However, GCP has a broad range of air quality measures that it is supporting and financing. Some are in developing plans and policies, for example, the Air Quality Action Plan (AQAP) with the City Council and a Supplementary Planning Document (SPD) for the city that will align with clean air developments in the future. There are a number of feasibility projects being funded, such as the potential of an air quality zone within the city, and a study of low emission buses working with Stagecoach. GCP is also providing funding and project support for the Taxi electric charging project. On the soft measures, GCP funds travel planning work on changing people’s travel habits and encouraging a modal change to sustainable transport, which will have a positive impact on air quality”.

The Minutes Action Log was noted.

209. PETITIONS AND PUBLIC QUESTIONS / REQUESTS TO SPEAK

None received at the relevant deadlines.

210. RLW WATERBEACH NEW TOWN EAST PLANNING APPLICATION

The South Cambridgeshire Local Plan has allocated 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). The purpose of this report was to:

- update the Committee on the progress of the planning application for 4,500 dwellings at Waterbeach New Town East from RLW (a consortium comprising Turnstone Estates and Royal London Insurance),
- to appraise the Committee of the Council's response to the application, particularly in relation to the holding objections, and
- to approve the draft heads of terms that would be used in the planning agreement.

Prior to and since the submission of the planning application the County Council, the applicant and South Cambridgeshire District Council (SCDC) had been involved in ongoing discussions to resolve outstanding issues relating to the application and to the planning obligations (section 106 agreement) to make the development acceptable. Officers had reviewed the RLW submission and supporting documents and a summary of the key issues was included in the report, with full detailed comments included in Appendix 2. It was highlighted that there were holding objections in respect of Transport, Education and Residual Flooding.

Attention was drawn to the detail on the key issues as being:

Transport

No substantive element of the site could come forward without the relocated railway station and associated connection to the A10 being in place first. It could then be brought forward on a 'monitor and manage' basis, with an initial 800 units. The mitigation allowing this phase was dependent upon the railway station and was 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.

Notwithstanding the mitigation detail provided, technical matters were required to be resolved before CCC was in a position to approve the evidence and to agree the initial mitigation package as detailed in paragraph 2.17 of the report under the following headings:

- Railway Station Delivery Model – Clarification of the railway station delivery along with a park and ride facility that would 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 exceeded the assumed 2031 growth accounted for in the Ely to Cambridge Study. The applicant was required to clarify whether the strategic transport solution was 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 was required.
- Rail Based Park and Ride - The applicant was required to commit to park and ride provision to accord with demand in the first phase, and to detail the access strategy for this parking.
- Public Transport Access Strategy - The applicant was 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 was asked to detail that the masterplan of the eastern side of the town was capable of enabling a CAM route linking to the railway station in the future.

In principle Phase 1 for RLW with an associated mitigation package complementing that of Urban and Civics was considered possible. An indicative early phase mitigation package was detailed in the table in paragraph 2.18. Further development of the new town was dependent on the listed infrastructure being implemented. The developer would also 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 included contributions towards strategic infrastructure as detailed in the table under paragraph 2.21 of the report.

Education

- The application had made provision for 2 primary school sites. The Council required assurance that appropriate allowance was made in the masterplan to accommodate the primary school sites up to 8 hectares (2 x 4ha) should the child yield from the development prove to be higher, as well as capital contributions towards their construction.
- The application made provision for an 8 Forms of entry secondary school with potential for further expansion. As with the primary schools, the applicant was required to demonstrate that the secondary school site was sufficient to accommodate the expanded school.
- Other provision included a site for a Post 16 facility if there was a demonstration of need with contributions to be sought from both developers towards this and an alternative facility off-site. The adjacent development would provide a site for special educational needs provision, that like the Post 16 provision, would be subject to a further County review, and for both developers making proportionate financial contributions towards this or alternative off-site provision.
- In terms of location, the secondary school was currently proposed to be located at the margins of the development. The Council preference was for a centrally located site within the community. The playing fields currently had a drainage ditch across them which was not acceptable and therefore Education would be objecting to the current masterplan showing the ditch in its current form.
- Details were provided of the Environmental Statement on outdoor noise levels at the southern primary school. Education officers required flexibility in terms of the layout of the building and positioning of non-teaching spaces as a noise barrier was a significant constraint in education terms and was not supported. Education officers were seeking additional information in respect of the noise impact to

schools and a holding objection had been raised until the highlighted matters were resolved.

Floods Risk

- The Environmental Impact Assessment has revealed that a large part of the site, including the location of a primary school, was located in an area at residual risk of flooding from a potential breach of the river Cam defences. Consequently the applicant had 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. The Environment Agency and the Council's Flood Risk Team had raised a number of concerns relating to the applicant's approach to assessing and mitigating flood risk as detailed in the report. As a result, the County Council had raised 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.

The other areas commented on were under the following headings:

Minerals and Waste - Waste management - in the event of planning permission being granted, an appropriate condition requiring a waste management and minimisation plan should be attached to the permission.

Libraries and Lifelong Learning - 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. Contributions would be sought from both developers towards the cost of providing the facility.

Public Health - 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 were contained in Appendix 2 (section 6).

Connecting Cambridgeshire - 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

The table set out in paragraph 2.43 provided a schedule of the planning obligations, key issues necessary to mitigate the impact of the development which the Committee was asked to endorse and to also agree a delegated authority to conclude the negotiation. The final heads of terms would be approved by the local planning authority prior to resolving to grant of planning permission.

Councillor Bradnam spoke as the local councillor raised issues regarding

- **Residual Flood Risk**, - asking whether the holding objection was still in place. In response the officer confirmed the Council and Environment Agency was still in negotiations about the issues identified. The area had been identified as Flood Risk 1 and was therefore considered a very low risk. However as there could be a breach in part of the river banks in very exceptional set of circumstances (although it was understood to be very unlikely) the two authorities were working together to understand the risks to the residential area and the primary school and discussing with the developer full mitigation measures for the school. A complication was some of the flood issues was outside the boundary and was very difficult for the developer to deal with. Paragraphs 5.1 to 5.5 of the officer comments set out in Appendix 2 of the report explained some of the proposals being looked at. The officer offered to send the clarifying document previously sent to Cllr Connor. **Action Juliet Richardson Business Manager Growth and Development**
- **Transport and phasing** – she expressed concerns whether it would work properly and whether one developer would take into account the requirements of the whole site. *e.g. it had been assessed that up to 1500 dwellings could be built without requiring any mitigation on the A10 with one applicant submitting their application on that assessment*) In response the officer highlighted that each phase of the development required the submission of a transport plan which, through the monitor and manage process would need to demonstrate mitigation of that phase.
- She highlighted that the first occupations would be geographically separated from the facilities of Waterbeach village and if there was any hold-up in the ongoing development, then these first adopters would be isolated for some time. *e.g. Trumpington Meadows had been developed with the initial two communities separated from each other and no community buildings provided.*
- **Foul water treatment** highlighting that the provision for waste water treatment in Waterbeach was already close to capacity and was concerned on how it was to be planned for the whole development. She highlighted that the current application referred to provision for waste water treatment being provided outside the red line boundary and asked how this would be managed? As a response it was explained that officers were aware of the issues and that mitigations in this area would be brought forward by the Minerals and Waste Team.

In subsequent discussions issues raised by Members included:

- With reference to the Railway Station mitigation asking how much involvement had there been from Network Rail? It was explained that RLW had led on the station with significant input from Network Rail. The process had currently reached the end of GRIP 3. Network Rail fully supported the proposals but had no money to contribute and therefore developers and other contributions were being sought.
- What were the plans for nursery provision? There was a recognised need for both statutory and private provision to be provided and space was being sought within the primary school site.
- With reference to the increasing awareness of the dangers to the health of children of traffic pollution, a Member again urged the need to ensure that the school

locations were away from main roads. In response, officers provided assurance that they took very seriously the advice provided from the specialist consultants in this area, to ensure the most appropriate site for schools was chosen.

- Whether in terms of improving the health and fitness of residents, consideration could be given to providing a swimming pool from Section 106 monies. Another Member echoed this, stating that he was surprised that the report stated that there were no significant public health implications and would have liked to have seen more measures to promote public health. Assurance was provided that there had been considerable public health input and officers were happy to provide further information outside of the meeting regarding information on what public health provision was being sought. On the issue of swimming pools, funding for any such proposal would need to come from schools budgets as Section 106 monies could only be used for mitigating the development. Officers were not precluding a swimming pool at this stage, but it would be for consideration at a later phase. Swimming pools could be built with capital monies but it was the on-going revenue / running costs of the facility that were very expensive. The Chairman suggested that the local member might wish to take up the issue of a swimming pool with the district council.
- That in the context of understanding the second planning application, the Committee would have benefitted from seeing details of the first application through the use of maps to help Members' understanding.
- That the report gave no sense of how people would move around the community and beyond, suggesting details of transport models used to inform the site would have been useful. In reply it was explained that in terms of phasing, each application required to come forward with a transport plan and for the current phase the transport mitigations were satisfied. The report provided a masterplan map.
- Asking what provision was being made in terms of land for allotments and burial grounds? It was explained that the current application was at a strategic level and the matters referred to would be for the local planning authority. This was something the Local Member could take up.

The Vice Chairman asked for and received approval from the Committee to make representations on behalf of the County Council to South Cambridgeshire District Council Planning Committee.

It was resolved unanimously to:

- a) 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 of the report ; 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.

211. BOURN AIRFIELD OUTLINE PLANNING APPLICATION CONSULTATION RESPONSE

The Committee received a report to consider and endorse the officers' response already sent to South Cambridgeshire District Council (SCDC) on the outline planning application for up to 3,500 new dwellings at Bourn Airfield.

As the site was allocated, there was already a presumption in favour of development and therefore from the Council's side there was a need to ensure that the proposals were acceptable in terms of mitigation of impacts. All matters were reserved, except for access issues, including the principal highway junctions from St Neots Road roundabout and the Broadway.

Pre-application discussions had been held with County Council officers, as well as public consultation events and workshops to establish the requirements for the proposed development. Appendix A of the report contained the full officer response submitted to SCDC. Where necessary, valid objections had been made which would constitute a material consideration when the local planning authority determined the planning application. The main County Council officer comments were summarised in paragraphs 2.3 – 2.14 of the report.

Developer contributions / s106 agreement

Table 1 of the report detailed the key infrastructure items required and proposed for the development. The Committee was asked, to endorse them and agree a delegated authority as set out in the report recommendation to conclude the negotiation.

In terms of the application the key issues were highlighted as being:

Education

The planning application proposed 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 would be available for private nursery use subject to market demand. This approach was supported in principle, subject to agreeing the detailed site and financial matters in the s106 agreement. The Education Service has identified that the applicant needed to update their child yield requirements to take account of revised agreed general multipliers, requiring some additional land and school building, as detailed in Appendix 1. paragraphs 1.8 to 1.12 of the officer response.

The planning application proposed that the schools should be built to Building Research Establishment Environmental Assessment Method (BREAAM) "Excellent". As this conflicted with the County Council policy of construction, a holding objection had been raised until the BREAAM requirements aligned with County Council policy.

Archaeology

A holding objection had been raised until officers were satisfied that the impacts of the development on the heritage assets of archaeological importance were adequately addressed with regard to mitigation measures.

Transport Assessment

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

Other services

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

Councillor Steve Jones representing Bourn Parish Council and the Coalition of 23 parish Councils west of Cambridge spoke in support of the report, especially the officer comments on trip generation and traffic impacts. He highlighted the Parishes' concerns on traffic flow from both the expected traffic from the proposed development, as well as the continued estimated growth in vehicle journeys from Cambourne. He explained that they were not convinced that local transport infrastructure could cope with the projected increase.

He highlighted that an estimated 1900 cars could leave Bourn airfield during the school run. He made suggestions that reviews needed to be undertaken in a number of areas in addition to those proposed by the officers, including:

- capacity at the Cambourne roundabout,
- Broadway-Old St Neots way junctions
- Traffic surveying the B1046 Bourn-Toft-Comberton-Barton Road
- Traffic surveying the Old St Neots Road between the Dry Drayton and Madingley Mulch Roundabouts
- Traffic surveying the north-south roads through Caldecote, Hardwick and Comberton
- The Hardwick A428 dumbbell junction
- The junction of the Broadway Old A428

The Parishes view was that if Bourn Airfield was to go ahead, the design should include a direct link onto the A428 with its own dumb-bell roundabout to discourage commuters from Bourn Airfield from using local roads. Construction should only be approved once an all-ways interchange at Girton was approved. He also suggested the need to link Greater Cambourne, to the proposed Cam light rail/ tram network and/or

proposals that the East West rail link should be routed via Cambourne. (A more detailed version of this submission is provided at **Appendix 1 to the minutes**).

The local Member for Cambourne making reference to the officer comments on pages 80-81 on trip generation and traffic impacts fully supported them. He highlighted the need for the site to have its own dumbbell roundabout access to the A428 and supported a Park and Ride facility at Scotland Way. He suggested that the officer holding response required further strengthening to also take into account the issues raised by Councillor Jones.

In discussion Members of the Committee raised issues / asked questions including:

- Requesting an update on the he East-West proposed rail link. It was explained that there had been a number of route options with significant cost implications and that a report would be coming forward to the March Committee meeting.
- Asking about the possibility of a light railway link. In reply it was recognised that the site required a rapid transit route. Officers were currently looking at the possibility of direct contributions towards the GCP Cambourne to Cambridge scheme.
- With reference to page 83 and the comment on off-site pedestrian and cycle improvements that further details were required, the Council Cycling Champion asked when this information would be received, making the point that while he understood the importance of road traffic flows mitigation etc. pedestrian and cycle-ways always appeared to seen as an afterthought. In reply it was clarified that the pedestrian and cycle-links were an essential part of the Transport Strategy and that the site provided excellent opportunities for mass transit links. There was still a need to secure a package of cycle measures and therefore there was a holding objection regarding more information being provided regarding the Transport Assessment.
- Other issues raised that did not appear to be included was reference to broadband provision and electric charging points being provided.
- A question was raised regarding whether the Council intended to build its own nursery provision as the Member raising it had in the past received feedback from parents unhappy regarding the terms and conditions offered by some private nurseries. In reply it was clarified that the County Council does not provide separate build nursey places. Early Years provision would be included within primary schools and a range of provision was being looked for, including provision from the voluntary sector.
- Support was expressed that Bourn access to the Broadway should only be via a left turn into the site and a right turn out. Clarification was required on how this would be achieved. In further discussion it was confirmed that it would be possible to engineer this by providing a central island to physically restrict turning movements.
- Had there been any resistance from the district council and the developer regarding the proposal to increase the forms of entry from six to seven? No response had been received but the change was required following the revised multiplier agreed by the Council 18 months ago.

- How strong was the holding objection in terms of future proofing issues on transport etc? In reply, from the transport side, it was for the planning authority to consider the County Council's objections. They would not be removed until details were provided regarding the requested mitigations and contributions to a rapid transit solution.

The Vice Chairman asked for and received approval from the Committee to make representations on behalf of the County Council to South Cambridgeshire District Council Planning Committee.

Following the consideration of the Committee's comments and Parish Council Member contributions,

It was resolved unanimously to:

- a) 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 set out in Appendix 1 of the report 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.

212. EXTENDING THE FUNDING ON CONTRACTUAL BUS SERVICES TO THE END OF 2019-20 FINANCIAL YEAR

With the creation of the Cambridgeshire and Peterborough Combined Authority (CPCA), the responsibility for passenger transport moved from Cambridgeshire County Council (CCC) to the CPCA. For both 2017/18 and 2018/19, the Combined Authority delegated the delivery function back to the County Council. During 2018/19, this Committee agreed to fund replacement bus services for existing contracts with CCC including primary rural routes until the end of March 2019 on the expectation that the CPCA review would be concluded in November 2018. The contracts were now approaching their end, and a decision was required on whether or not to extend the funding further.

This report, which was not available at the time of the original agenda despatch but was listed as a "to follow item", was agreed as an urgent item by the Chairman of the Committee using his Chairman delegated powers under the Local Government Act 1972. The reason for urgency being that if a decision was not made early in February, the bus services referred to would be de-registered before the next available Committee date leading to a gap in provision for communities. The reason for lateness was that the Combined Authority Board had only agreed the way forward following receipt of the CPCA Bus Review reported to the CPCA Board on 30th January 2019. Following this, they had agreed to create a Bus Reform Group to liaise with the bus operators to look at the medium and longer term provision of bus services franchises. This would be ongoing work for the CPCA. In the short term the CPCA had again delegated the responsibility for bus services back to Cambridgeshire County Council for 2019/20.

The report proposed that in line with the delegation received, the County Council should continue to deliver bus services for one further year with the report seeking approval to the extension of funding for contracted bus services until the end of March 2020, subject to final contract prices being affordable. Paragraphs 2.3 to-2.5 set out the details of the funding, which were sufficient to fund all the existing funded services until the end of March 2020.

In view of the ongoing possibility of further contract changes or increased tender prices, it was also recommended that delegated authority should be granted to the Executive Director, Place and Economy, in consultation with Chairman / Vice Chairman to consider the award of any future contracts to cover for de-registrations in-year, provided they were within the retained budget or if not, to be funded by the CPCA.

In discussion questions raised included:

- Why was the CPCA not paying now it was their responsibility and why was it now a decision for E and E Committee? In reply it was explained that the delivery of the service for both Cambridgeshire County Council (CCC) and Peterborough City Council (PCC) could be delegated back, along with the funding to administer them, which is what CPCA had again agreed
- The same Member highlighted that the report suggested that the County Council were having to find money to cover the additional costs of bus services taken on during the year and asked:
 - What was the amount of the levy and was it inclusive of all the amounts CCC were putting in and why was there not a paragraph in the report providing this detail? In response, The Chairman of the Committee explained that the total amount of the levy to CCC was around £8m.
 - Why was there no paragraph in the report to explain why the CA had asked CCC to fund it for another year? This related to the late reporting from the review which resulted in the CPCA not being in a position to make final decisions on bus routes. The report sought to be transparent on where the money required was budgeted for within the CCC budgets (*Note as detailed in paragraph 2.4*). The intention of the report was also to make clear to the public as soon as possible that the County Council would be continuing the bus services for another year. Officers agreed to provide a written response to the Committee with more detail on the levy arrangements, its cost to the Council, including an explanatory breakdown of the full costs of subsidising the exiting bus services covered and how the current decisions had come about. **Action: Executive Director / Public Transport Manager**

It was resolved unanimously to:

- a) Agree to extend the funding for subsidised contracted bus services until the end of the 2019/20 financial year, using reserves held for this purpose, and
- b) Delegate to the Executive Director, in consultation with the Chairman and Vice Chairman of the Committee, authority to agree with the Cambridgeshire

and Peterborough Combined Authority the funding required to contract for any further bus services de-registered in 2019/20

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

Councillor Fuller left the room during discussion of this item. Colour copies of appendix 2 were tabled at the meeting and large scale maps pinned to the wall for reference purposes.

The report asked the Committee to consider and approve the further draft Cambridgeshire and Peterborough Minerals and Waste Local Plan for the purpose of public consultation to commence in March 2019 for a period of six weeks supported by a range of documents, including the Waste Needs Assessment; Mineral and Waste Spatial Strategy papers, providing more details about the proposed mineral allocations, including reserves, anticipated start dates and indicative extraction rate. Individual Ste Assessments would also be available at this time. As an oral update it was reported that Peterborough City Council had already approved the report without amendments.

It was highlighted that only 15% of waste was municipal (domestic) with construction and demolition activity accounting for the majority. Only 2% of waste was classed as hazardous.

The further Draft Plan included changes from suggestions made on the Preliminary Draft Plan from the first round of consultations undertaken during May and June 2018. The consultation had resulted in over 500 representations being received from approximately 180 individual respondents. An overview of the results was set out in paragraph 2.5 of the officer covering report. In addition to considering representations received, the opportunity had also been taken to update the Plan to take into account new evidence and updated national policy.

The revised Draft Plan included as Appendix 1 to the officer report proposed allocating the following new mineral sites to address the 'capacity gap' that had been identified with paragraph 3.2 of the report providing more commentary detail:

- Block Fen / Langwood Fen, Nr. Mepal
- Bare Fen / West Fen, Needingworth Quarry
- Mitchell Hill Farm South and Chear Fen, Cottenham
- Kings Delph Whittlesey
- Burwell Brickpits, Burwell

In terms of waste management allocations, Officers of both councils were recommending that the Plan did not allocate any new waste management sites with the reasons provided in paragraph 3.3 of the report. Instead, the Plan proposed a 'criteria based' approach to dealing with any waste management related proposals that did come forward. The criteria based policy would seek to direct waste management development primarily to urban areas, with a focus on land which had been identified for industrial uses; suitable brownfield land; and in certain circumstances edge of settlement locations. It was 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 would facilitate agricultural waste recycling or recovery of waste generated on that farm, would be supported. Waste management proposals 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 where there was demonstrable need and where the waste has been pre-sorted and could not practicably be recycled.

Issues raised in discussion included:

- Clarifying that building materials not removed from a development site that was reclaimed and re-used for example secondary aggregate, was not classed as waste e.g. the runways at Alconbury.
- Confirming that the Greenleaf award given to contractors re-using waste on the A10 did happen as a matter of course. It was in the interest of Developers to recycle waste, as otherwise they would incur additional transportation and landfill charge costs.

It was resolved to:

- a) 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.
- 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 consultation documents attached to the officer's report prior to consultation.
- c) Delegate to the Executive Director, Place and Economy, in consultation with the Chairman and Vice-Chairman of the Committee, the authority to make more substantive changes to the 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.

214. FINANCE AND PERFORMANCE REPORT – DECEMBER 2018

The Committee received this report in order to comment on the projected financial and Performance outturn position as at the end of December 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 overspend of £132K at year end, but it was anticipated that this would be off-set by additional income or reduced expenditure forecasts by year end and therefore the bottom line position would be on target.

Performance: Of the eight performance indicators, three were currently red, one was amber and four were green.

The indicators currently red were:

- 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.

At year-end, the current forecast was that the local bus passenger journeys and the average journey time indicators would remain red, two would be amber and four green.

One Member raised a query on page 268 on the graph titled 'Average journey time during the morning peak period' regarding why the target time line had risen between 2016-2017. The officers agreed to look into this and write to the Committee outside of the meeting. **Action: Andy Preston**

It was unanimously resolved to note the report.

215. ECONOMY AND ENVIRONMENT COMMITTEE AGENDA PLAN, TRAINING PLAN AND APPOINTMENTS TO OUTSIDE BODIES, PARTNERSHIP, LIAISON AND ADVISORY GROUPS

This report invited the Committee to review its Agenda and Training Plans which had been included as appendices to the report. The Training Plan details had not changed since the last meeting with the only training still to take place being the 15th March Member Seminar on the Cambridgeshire and Peterborough Minerals and Waste Plan. There were no updates to report in respect of the agenda plan and no appointments were required to be made.

The Agenda and Training Plans were noted.

216. DATE AND TIME OF NEXT MEETING 10 A.M. THURSDAY 14th MARCH 2019

**Chairman:
14th March 2019**

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

This is the updated minutes action log as at 6th March 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>The most recent update is that the report will now be scheduled to go to the May 2019 meeting of Audit and Accounts Committee.</p>	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. An email was sent to the Committee providing a number of links with email reproduced as Appendix 1 to this Action Log.	ACTION COMPLETED
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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	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 originally scheduled to come back in February then for this meeting. However as some of the data to review the sifting criteria is still being compiled and therefore the Executive Director and Chairman have agreed that the report should be re-scheduled for the May Committee meeting.	ACTION ONGOING
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SPECIFIC ACTIONS FROM THE 10th JANUARY COMMITTEE MEETING 2019					
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
SPECIFIC ACTIONS FROM THE 7 TH FEBRUARY COMMITTEE MEETING 2019					
210.	RLW WATERBEACH NEW TOWN EAST PLANNING APPLICATION	Juliet Richardson	<p>Councillor Bradnam raised issues regarding:</p> <ul style="list-style-type: none"> social isolation due to the first occupations being geographically separated from Waterbeach village the adequacy of the Waste Water provision as Waterbeach was already close to capacity. 	<p>In addition to the issues raised by Councillor Bradnam at the meeting additional detail was provided in a subsequent e-mail to officers following the meeting.</p> <p>The officer has met with Councillor Bradnam to go through some of the issues and as they involve South Cambridgeshire District Council, a further joint meeting was being sought to discuss them with the Councillor.</p>	ACTION ONGOING

212.	EXTENDING THE FUNDING ON CONTRACTUAL BUS SERVICES TO THE END OF 2019-20 FINANCIAL YEAR	Executive Director / Paul Nelson	Officers agreed to provide a written response to the Committee with more detail on the levy arrangements, its cost to the Council, including an explanatory breakdown of the full costs of subsidising the exiting bus services covered and how the current decisions had come about.	A response was provided in an email dated 18 th February included as Appendix 2 to these minutes.	ACTION COMPLETED
214.	FINANCE AND PERFORMANCE REPORT – DECEMBER 2018	Andy Preston	One Member raised a query on page 268 on the graph titled 'Average journey time during the morning peak period' regarding why the target time line had risen between 2016-2017.	<p>The officers agreed to look into this and write to the Committee outside of the meeting.</p> <p>An initial response was provided on 5th March explaining the target had changed from 3.7 miles in 2015-16 to 4 miles for both 2016-17 and 2017-18.</p> <p>Officers were looking to the reasons for changing the target figures from 2013 onwards.</p>	ACTION ONGOING

APPENDIX 1

DATA FROM EXISTING TRAFFIC COUNTERS

Please find a link to the main 2018 **weekly data** release here: <https://data.cambridgeshireinsight.org.uk/dataset/cambridgeshire-annual-cycle-counts-2018>

To support this release and future releases around the automated traffic counters, we have also released a dataset with a bit more detail about the counters themselves, specifically their physical locations:

<https://data.cambridgeshireinsight.org.uk/dataset/location-automatic-road-traffic-and-cycle-counters-cambridgeshire>

The nature of the dated technology of the counters means that across 2018, there were a number of points where no data could be extracted due to technology failures/maintenance issues. To support the narrative about how with a strong network greater insight can be gained, we have released **daily counts** for June 2018 also as this was a point where the most counters were in operation due to some maintenance work. <https://data.cambridgeshireinsight.org.uk/dataset/cambridgeshire-daily-automatic-cycle-counter-count-june-2018>

We have summarised the above within a published data story to help guide users looking to use the data through why there are gaps and the acknowledgement that there is a need to update the network to add value: <https://data.cambridgeshireinsight.org.uk/story/building-robust-cycle-monitoring-network-cambridgeshire>

Kind regards

Jamie Leeman
Senior Research Analyst, Business Intelligence
Cambridgeshire County Council

APPENDIX 2

FURTHER DETAIL REGARDING EXTENDING THE FUNDING ON CONTRACTUAL BUS SERVICES TO THE END OF THE 2019-20 FINANCIAL YEAR

Dear Economy and Environment Committee

Further to the consideration of the report titled 'Extending the Funding on Contractual Bus Services to the end of 2019-20 financial year' at the 7th February Economy and Environment Committee and the request for more detail by Councillor David Jenkins on the reasons for the extension and the amounts included in the levy, please find below additional clarification provided by the Executive Director Place and Economy.

"The responsibility for passenger transport policy and commissioning passed from the County Council to the Combined Authority when it was created. For the last two years, the Combined Authority has asked CCC to continue providing the service on its behalf. It has asked the County Council to do so again in 2019/20 given that the Strategic Bus Review has only just reported and so it will still be some time until different arrangements for planning for and procuring bus services are in place.

The provision of subsidised bus services, community transport and concessionary fares are subject to a levy between the Combined Authority and the County Council. As the responsibility for this area of policy sits with the Combined Authority, they have the ability to decide on the service level required

and thus spend and then require the County Council to raise the funding to provide that level of service. Given the work that is underway following the Strategic Bus Review, the Combined Authority has asked the County Council to continue providing the same level of service in 2019/20 as in 2018/19. It is expected that the County Council budgets for subsidised bus services, community transport and concessionary fares for 2019/20 will cover the likely spend on these areas. Although the spend on subsidised bus services is likely to be greater than budget, the spend on concessionary fares is likely to be less and the two should broadly balance. There is also funding that was granted to CCC by government for the provision of community transport services available in the reserve account, should additional funding be needed.

The reason this issue was brought to Committee is that a procurement exercise to provide the bus services for 2019/20 is needed and as the County Council will be undertaking that process, it is appropriate that the authority is given through a County Council Committee.

You may also find helpful the extract from the Minutes of the Cambridgeshire and Peterborough Combined Authority Board meeting held on 30th January set out below with relevant text highlighted, including details of the amounts of the transport levy for each authority.

Extract from Minutes of CPCA Board meeting 30 January 2019:

6. TRANSPORT LEVY

6.1. Discussions have taken place throughout the year on the impact of the Transport Levy with Cambridgeshire County Council and Peterborough City Council. Whilst it is understood and accepted that the Transport Levy needs to be set this year, **the most effective way to operate in 2019/20 will be to base this on existing budgets** and minimise the impact of the change whilst the options for the future are considered.

6.2. **This funding will remain with the respective highways authorities to continue to operate** the services in 2019/20 and the Department for Transport (DfT) devolved funding for Transport will continue to be passported to both of the highways authorities. The respective authorities have the staff and expertise to continue to operate the services effectively whilst the new modes of operation are fully considered over the next 12 months. This will allow continuity of service and minimal impact on the public whilst the options are properly considered by the Combined Authority and stakeholders.

6.3. **The Transport Levy is based upon 2019/20 budgets as provided by the respective Councils. The Levy, which has been formally agreed with both Councils is, for Cambridgeshire County Council £8.738m and Peterborough City Council £3.631m.**

Kind regards

Rob Sanderson
Democratic Services Officer
Telephone 01223 699181
Email: Rob.Sanderson@cambridgeshire.gov.uk

EAST WEST RAIL COMPANY CONSULTATION ON ROUTE OPTIONS BETWEEN BEDFORD AND CAMBRIDGE

To: Economy and Environment

Meeting Date: 14 March 2019

From: Graham Hughes, Executive Director, Place and Economy

Electoral division(s): The five route options travel through Cambourne, Duxford, Gamlingay, St Neots East & Gransden, Hardwick, Melbourn & Bassingbourn, Papworth & Swavesey, Sawston & Shelford and Trumpington divisions

Potential strategic implications across all divisions

Forward Plan ref: **Key decision:** No

Purpose: To consider the County Council's response to the East West Rail company's consultation

Recommendation: Members are asked to:

- a) Confirm the Council's strong support for the delivery of East West Rail central section
- b) Support Option A via Bedford South, Sandy and Bassingbourn as the Council's preferred option
- c) Confirm that the Council agrees that the central section should enter Cambridge from the south
- d) Confirm the vital importance of the early delivery of Cambridge South station and four tracking between Cambridge Station and the Shepreth Branch junction
- e) Comment on and approve the appended draft response to the consultation
- f) Delegate to Executive Director Place and Economy in consultation with the Chairman of the Economy and Environment Committee, the authority to make minor changes to the response; and
- g) Confirm the Council's strong support for the development and delivery of the East West Rail eastern section

<i>Officer contact:</i>		<i>Member contact:</i>	
Name:	Jeremy Smith	Name:	Ian Bates
Post:	Group Manager, Transport Strategy and Funding	Chairman:	Economy and Environment Committee
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1. BACKGROUND

- 1.1 On 28th January 2019, the East West Rail (EWR) Company launched a consultation (see <https://eastwestrail.co.uk/haveyoursay>) on options for a new railway line between Bedford and Cambridge. The consultation sets out five potential route options, all of which are in a broad route corridor between Bedford and Cambridge via Sandy.
- 1.2 The East West Rail Consortium was formed in 1995 with the objective of promoting and securing a strategic railway connecting East Anglia with Central, Southern and Western England. The EWR Consortium brings together local authorities, enterprise partnerships, Network Rail and the Department for Transport to support the development and delivery of EWR. Cambridgeshire County Council is a member of the EWR Consortium.
- 1.3 The three sections of EWR are shown below.



- 1.4 Phase 1 of the western section between Oxford and Bicester opened in 2016. In 2017, the Government formed the East West Rail Company to accelerate the delivery of the scheme. The Company is currently undertaking the detailed planning and consents processes for the delivery of phase 2 of the western section between Bicester and Bedford, and is consulting on route options for the central section.
- 1.5 In February 2019, the EWR Consortium published a prospectus (see <https://www.eastwestrail.org.uk/eastern-section-prospectus/>) for the eastern section of EWR between Cambridge, Ipswich and Norwich. While the eastern section is not the subject of the current consultation, choices in relation to the central section could impact on it, and are noted in this report.

2. STRATEGIC CONTEXT

- 2.1 The five route options are shown in the Figure A1 in **Appendix A** to this report, which includes a detailed commentary on the key impacts and issues raised by the route options under consideration. A draft response to the consultation is set out in **Appendix B**.

Points of principle

- 2.2 In considering the response to the recommendations, officers have used the following broad points of principle to inform the proposed County Council response to the consultation:
- That the Council strongly supports the delivery of the EWR central section.
 - That the Council wishes to see a route that:
 - provides fast connectivity between the East of England and Central, Southern and Western England; and
 - supports housing and economic growth planned in the Oxford to Cambridge arc.
 - That the EWR central section should not duplicate already planned capacity to provide for the transport demand from planned housing and economic growth, and should deliver capacity that allows for additional growth consistent with national and local policy.

The strategic case for investment

- 2.3 EWR will support the continued economic growth in the Oxford – Milton Keynes – Cambridge arc in sectors that are critical to the continued success of the economy of the UK as a whole.
- 2.4 There is a significant imbalance between supply and demand for housing in the Greater Cambridge area. Along with other interventions including the A428 Black Cat to Caxton Gibbet improvement and the wider programme of schemes being delivered by the CPCA and the Greater Cambridge Partnership (GCP), the EWR central section will help correct this imbalance.
- 2.5 In catering for longer regional trips from East Anglia, EWR will reduce pressure on congested routes into and out of London that currently provide for them. It will also provide the opportunity for rail freight journeys, providing for growth at the ports of Felixstowe, Harwich and London Gateway, and again taking pressure of rail routes into and through London.
- 2.6 There are two other very large major transport schemes that are planned to provide for the transport demand of planned and future development to the west of Cambridge.
- The Greater Cambridge Partnership's (GCP) Cambourne to Cambridge scheme, at a cost of £157M, will provide for the transport demand of currently planned development in the Cambourne area, and have the capability to cater for much higher levels of growth if such growth is considered acceptable.
 - Highways England's A428 Black Cat to Caxton Gibbet scheme will provide additional capacity to the west of Cambourne, and allow for reliable public transport journeys between St Neots and Cambridge in concert with the Cambourne to Cambridge scheme.

- 2.7 The EWR central section options that serve development in the Tempsford, St Neots and Cambourne areas would also provide for the transport demand of this growth towards Cambridge, to the detriment to the Business Cases of all three schemes.

3. CONSIDERATION OF A RECOMMENDED PREFERRED OPTION

- 3.1 The following paragraphs briefly summarise the different transport characteristics of the five route options. More detailed commentary is provided in paragraphs 11 to 39 of Appendix A to this report. Table 1 sets out the costs, transport benefits and journey times for the five route options presented.

Table 1 Costs and transport benefits of the five route options in the 'baseline' growth case

	Cost	Estimated total transport benefits	Journey Time	
			Oxford to Cambridge	Bedford to Cambridge
Route A	£2.0B	£0.6B	76 min	23 min
Route B	£2.6B	£0.6B	80 min	27 min
Route C	£2.5B	£0.5B	80 min	27 min
Route D	£2.6B	£0.7B	83 min	25 min
Route E	£3.4B	£0.7B	82 min	24 min

Option A

(Bedford South – Sandy – Bassingbourn)

- 3.2 Of the five route options presented, Option A is the cheapest and would provide the lowest journey times between Oxford and Cambridge. Bedford South station would provide interchange with the Midland Main Line and would serve the Wixams development. There would be a journey time penalty for rail trips between Bedford Midland and Cambridge as interchange would be required at Bedford South. Option A would provide for development in the Bassingbourn area, should such development be considered acceptable.

Option B

(Bedford South – St Neots south / Tempsford / Sandy north – Cambourne)

Option E

(Bedford Midland – St Neots south / Tempsford – Cambourne)

- 3.3 Option B is more expensive than Option A and has longer journey times for the same level of assessed transport benefits. Option E is significantly more expensive than all of the other options, and has only marginally higher assessed benefits than Options A and B. Journey times are almost as long as for Option D.
- 3.4 Options B and E would be competing with the A428 Black Cat to Caxton Gibbet scheme and the Cambourne to Cambridge scheme as noted in paragraphs 2.6 and 2.7 above. The additional cost of Options B and E via Cambourne compared to Option A via Bassingbourn are significantly greater than the cost of the GCP's Cambourne to Cambridge scheme.

Option C

(Bedford South – Tempsford – Sandy – Bassingbourn)

Option D

(Bedford Midland – Tempsford – Sandy – Bassingbourn)

- 3.5 Option C is assessed as catering for higher levels of growth than Option A, but is more expensive, has a lower level of assessed benefits and longer journey times. Option D has a slightly higher level of assessed benefits than Option A, but has the longest journey times of all of the options and is significantly more expensive than Option A.
- 3.6 As with Option A, Options C and D would provide for development in the Bassingbourn area, should such development be considered acceptable. The additional growth that Options C and D would cater for compared to Option A is in the Tempsford / St Neots south area. Options C and D would be competing with both the A428 Black Cat to Caxton Gibbet scheme and the Cambourne to Cambridge as noted in paragraphs 2.6 and 2.7 above.

Consideration of growth issues

- 3.7 The consideration of new growth locations is led by the development of Local Plans. It will be for the Local Planning Authorities on the central section route in Cambridgeshire and Bedfordshire, in collaboration with the transport, highway and other relevant authorities to consider what growth might be appropriate on any of the route options.

Environmental and Local Community impacts

- 3.8 As the route options are currently defined as broad corridors, it is not possible to assess in detail the impact of the routes on local communities and the environment in detail at this stage. The Technical Report accompanying the consultation states that “Route alignments would be developed to avoid direct impacts on significant environmental features”.
- 3.9 Paragraphs 40 to 57 of Appendix A to this report provide more detail on these issues and set out the further requirements of the Council in relation to them as the EWR Company takes forward the development of the central section.

Recommendation of a preferred route option

- 3.10 Given the following, officers therefore recommend that Option A via Bedford, Sandy and Bassingbourn should be the Councils preferred route option.
- The strategic rationale supports delivery of a regional railway linking East Anglia to Central, Southern and Western England.
 - Option A provides lower journey times compared to Options B, C, D and E.
 - The transport demand towards Cambridge of growth in the Cambourne, St Neots and Tempsford areas over and above current plans could be accommodated by the Cambourne to Cambridge and A428 Black Cat to Caxton Gibbet schemes. EWR Options B, C, D and E would be competing with these schemes to provide for this transport demand, to the detriment to the Business Cases of all three schemes.
 - Options B, C, D and E cost significantly (£500M - £1.4B) more than Option A, and that this additional cost is also far greater than the cost of the Cambourne to Cambridge scheme (£157M).

- Options B, C, D and E do not deliver significant benefits over Option A.

Route into Cambridge

- 3.11 The consultation asks for views on whether the EWR Company is right to focus on routes that enter Cambridge from the south. Paragraphs 17 and 18 of Appendix A to this report set out why officers recommend that the Council confirm that it agrees that the EWR central section should enter Cambridge from the south.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

The implications for this priority are set out in paragraphs 2.3 and 2.4 above, and in paragraphs 7 to 10 and 32 to 39 of Appendix A.

4.2 Helping people live healthy and independent lives

See commentary in paragraph 5.6 below.

4.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

There are no significant implications within this category.

5.2 Statutory, Risk and Legal Implications

There are no significant implications within this category.

5.3 Equality and Diversity Implications

There are no significant implications within this category.

5.4 Engagement and Consultation Implications

There are no significant implications within this category.

5.5 Localism and Local Member Involvement

The report above and Appendix A below set out details of significant implications throughout.

5.6 Public Health Implications

At this stage the public health implications of each route are unknown. However, transport programmes have the opportunity to impact on the health and wellbeing of residents, including through:

- reducing poor air quality,
- supporting and enabling active travel,
- reducing road accidents,

- creating or reducing community severance,
- enabling residents to access jobs and services including health care, and
- enabling residents to access social opportunities.

It is anticipated that Public Health would be consulted further as the scheme is developed.

SOURCE DOCUMENTS

Source Documents	Location
East West Rail Bedford to Cambridge Route Option Consultation Document East West Rail Bedford to Cambridge Route Option Technical Report	Room 301, Shire Hall, Cambridge And https://eastwestrail.co.uk/haveyoursay

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes 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 Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Andy Preston
Have any Public Health implications been cleared by Public Health	Yes Iain Green

APPENDIX A. COMMENTARY ON ISSUES RAISED BY THE CONSULTATION

1. The following paragraphs address the key impacts and issues raised by the route options under consideration, which are shown in Figure A1 below.

Role of the East West Rail route

Passenger services

2. The East West Rail (EWR) route was originally envisaged as a fast (125mph) regional railway connecting East Anglia with Central, Southern and Western England. It would provide significant journey time advantages for medium to longer distance trips (for example, 60 minutes journey time between Oxford and Cambridge) when compared to the same trip on existing routes through London or cross country.
3. The current proposals are for a railway that is more focussed on economic and housing growth and local commuting patterns. In reality, the Council would welcome a railway that could fulfil both of these roles, and a lower speed railway (90-100mph, 76-83 minutes between Oxford and Cambridge) would still provide significant journey time savings over the alternative routes.
4. The transport assessment assumes three trains per hour in each direction:
 - A fast service between Cambridge and Oxford
 - A stopping service between Cambridge and Oxford
 - A service between Cambridge and Bletchley

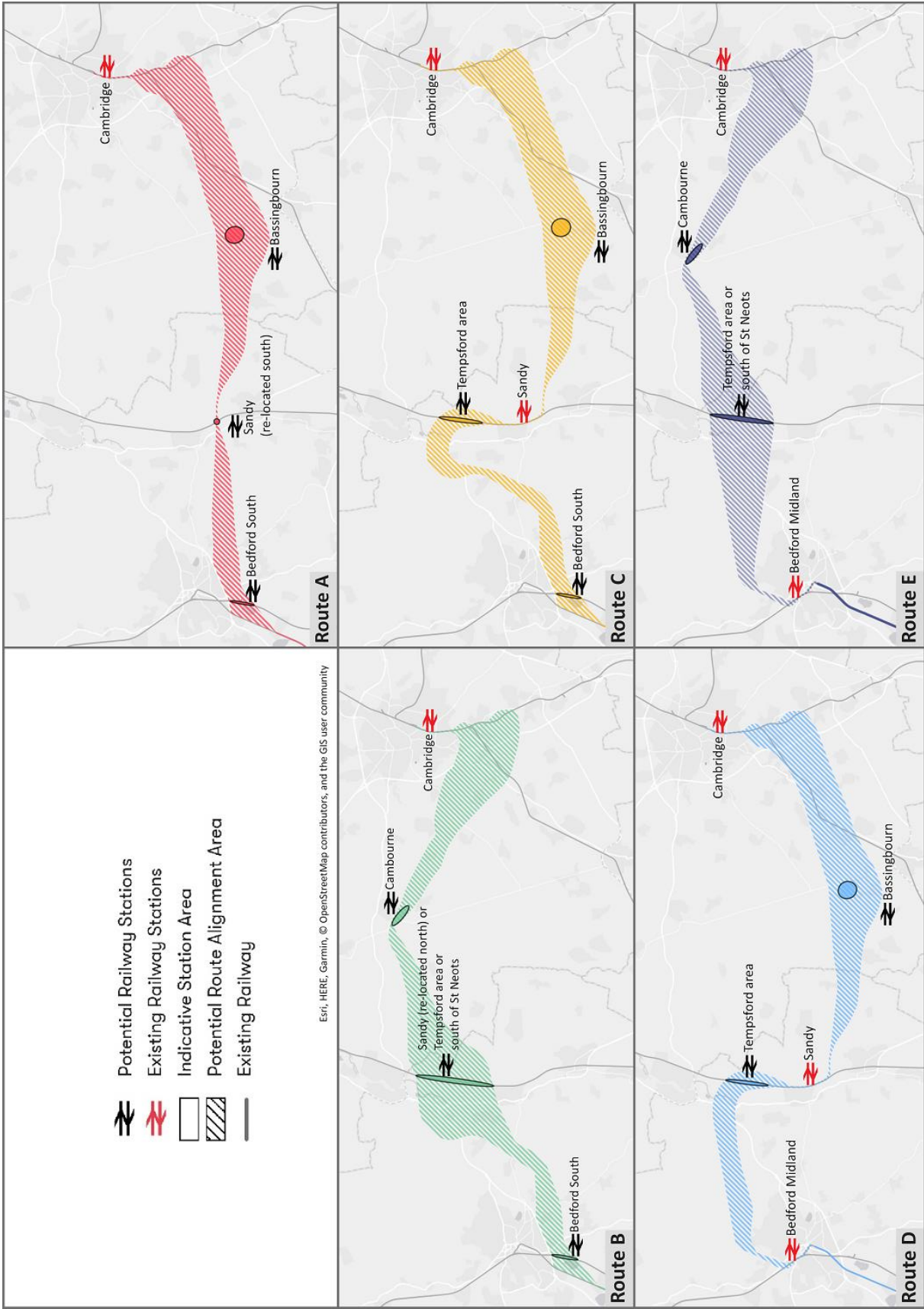
Freight capability

5. The EWR Consortium local authority partners are keen to see capability and capacity for freight movements on the route, taking pressure off the Felixstowe to Nuneaton Line, the A14 and the A428, and also the North London Line, the A12 and the M25. The costs provided in the consultation material are based on the provision of the capability to cater for all kinds of freight.
6. The EWR Company will review whether costs could be reduced by reducing the capability of the route to cater for the heaviest freight trains, but retaining the capability to cater for intermodal freight (container) trains. Intermodal freight capability may be appropriate, particularly given that growth at the ports at Felixstowe, Harwich and London Gateway is focussed in this sector. Nonetheless, it is important that the review of freight capability is not dictated by narrow scheme specific financial considerations, and should take account of the direct and indirect costs on the transport network as a whole and specifically the rail and road routes noted above.

The strategic case for investment

7. EWR will provide direct rail services between Oxford and Cambridge for the first time since 1967. It will support the continued economic growth in the Oxford – Milton Keynes – Cambridge arc in sectors that are critical to the continued success of the economy of the UK as a whole.

Figure A1 East West Rail central section route options



8. The National Infrastructure Commission's (NIC's) report, "Partnering for Prosperity: a new deal for the Cambridge-Milton Keynes-Oxford Arc" (see <https://www.nic.org.uk/publications/partnering-prosperity-new-deal-cambridge-milton-keynes-oxford-arc/>) made recommendations on how to realise the potential of the arc, which include the delivery of EWR.
9. There is a significant imbalance between supply and demand for housing in the Greater Cambridge area. Along with the A428 Black Cat to Caxton Gibbet improvement and the wider programme of schemes being delivered by the CPCA and the Greater Cambridge Partnership (GCP), the EWR central section will help correct this imbalance by supporting housing growth.
10. EWR is also important as a strategic link providing very significant journey time benefits for trips between East Anglia and Central, Southern and Western England. In catering for these trips, it will reduce pressure on the congested routes into and out of London that currently cater for them.

General comments on the five route options

11. The five route options are shown in Figure A1 above, and are differentiated from each other in three main areas:
 - The route taken through Bedford
 - The crossing of and interchange with the East Coast Main Line
 - The route taken through South Cambridgeshire
12. Station locations served by the five route options are shown in Table A1 below. All five route options would serve the planned Cambridge South Station. The route options are shown as broad areas that are in places several kilometres wide. They do not show an exact route alignment on which the line would run. The EWR Company intends to identify a preferred route option informed by this consultation and by further assessment work. It would then commence further development of a preferred route alignment.

Table A1 Station locations for the five route options

		Station Locations										
		Bedford Area		Interchange on the East Coast Main Line					South Cambs.		Cambridge	
		Bedford South	Bedford Midland	St Neots South	Tempsford	Sandy (relocated north)	Sandy (existing)	Sandy (relocated south)	Bassingbourn	Cambourne	Cambridge South	Cambridge
Route Option	A	✓						✓	✓		✓	✓
	B	✓		✓						✓	✓	✓
	C	✓			✓		✓		✓		✓	✓
	D		✓		✓		✓		✓		✓	✓
	E		✓	✓						✓	✓	✓

Cambridge South Station and four tracking between Cambridge Station and Shepreth Junction

13. Cambridge South Station is referred to in the consultation material but is not shown on the maps showing the five route options. The early delivery of the station ahead of the rest of the central section of EWR is critical to support the continued rapid growth of the internationally important Cambridge Biomedical Campus, and provide vital new transport capacity into the area.
14. A separate project, funded by the Department for Transport, the Greater Cambridge Partnership, the Cambridgeshire and Peterborough Combined Authority and Astra Zeneca is taking forward proposals for the delivery of Cambridge South Station and the four tracking of the West Anglia Main Line between Cambridge Station and Shepreth junction.
15. EWR requires the four tracking to provide capacity for the additional EWR services into Cambridge. In practical terms, the current tracks into Cambridge from the south will be full in 2020 without any EWR services. Services would be unlikely to be able to stop at a Cambridge South station without four tracking due to the severe timetabling constraints that operating the current line at or near its practical capacity brings.
16. Further platform capacity at Cambridge Station and additional track capacity between Cambridge Station and the Newmarket Branch junction and between Cambridge and Newmarket may also be needed to cater for EWR services.

Route into Cambridge

17. There has been local lobbying for the EWR central section to enter Cambridge from the north. All five route options presented enter Cambridge from the south, and the consultation material sets out the rationale for this. The consultation asks for views on whether the EWR Company is right to focus on routes that enter Cambridge from the south.
18. The reasons put forward in the consultation material support entering Cambridge from the south. Officers would particularly note that:
 - A route option entering Cambridge to the north would involve significant additional route miles, and significant additional cost over and above the route options presented in the consultation.
 - Journey times on the EWR central section would be longer than for the route options presented in the consultation.
 - The ability of EWR services to effectively serve the planned Cambridge South station and provide for the very significant planned economic and housing growth in the south of the city including at the Cambridge Biomedical Campus, would be significantly reduced if the central section entered Cambridge from the north.
 - The central section of EWR is a part of a longer route linking East Anglia to Central, Southern and Western England, and an option that entered Cambridge to the north would need to reverse at Cambridge or Cambridge South to travel onwards to Ipswich or Norwich. Again, this would add to journey times on EWR services.
 - There would be additional costs to provide capacity through Cambridge

over and above that required to cater for the five options presented in the consultation, as trains making onward trips onto the eastern section would need to make two movements through Cambridge rather than one.

- Public transport infrastructure provision is already in place or planned to address the needs of housing and economic growth to the north and northwest of Cambridge that could be served by a route that entered Cambridge from the north.

Assessment of costs and benefits

Published costs, transport benefits and journey times

19. Table A2 below sets out costs, transport benefits and journey times for each route option in the 'baseline' growth scenario.

Table A2 Costs and transport benefits of the five route options

	Cost	Estimated total transport benefits	Journey Time	
			Oxford to Cambridge	Bedford to Cambridge
Route A	£2.0B	£0.6B	76 min	23 min
Route B	£2.6B	£0.6B	80 min	27 min
Route C	£2.5B	£0.5B	80 min	27 min
Route D	£2.6B	£0.7B	83 min	25 min
Route E	£3.4B	£0.7B	82 min	24 min

20. Under the 'baseline' growth scenario, none of the five route options under consideration are assessed as having transport benefits that would strongly justify the level of investment needed. While the consultation material does not quantify benefits that might be seen in the 'intermediate' and 'higher' growth scenarios, it does note that:
- the 'intermediate' scenario would lead to a 30% uplift in benefits compared to the 'baseline' scenario; and
 - the 'higher' growth scenario would lead to a "very significant" increase in user benefits.
21. The absence of information on the quantum of growth in the 'intermediate' and 'higher' growth scenarios is unhelpful, but in the context of consideration of the EWR central section and other planned transport capacity (see discussion in paragraphs 23 to 37 below), does not markedly impact on the assessment of a preferred route option at this stage.
22. Nonetheless, there will be a need as the scheme is developed further to understand the growth assumptions that underlie the assessment of the 'intermediate' and 'higher' scenarios, and therefore the capability of the areas served by the EWR central section route to accommodate (or not) those levels of growth. The growth context is discussed in more detail in paragraphs 32 to 39 below.

Interaction with the other proposals

Highways England's A428 Black Cat to Caxton Gibbet scheme

23. In February 2019, Highways England announced a preferred route for the A428 Black Cat to Caxton Gibbet scheme, which is shown in Figure A2 below. The A428 scheme is addressing growth in the same area as would be served by EWR central section Options B and E, and in the Tempsford / St Neots South area, also by Options C and D. Figure A3 shows the A428 preferred route superimposed on EWR Option B.

Figure A2 A428 Black Cat to Caxton Gibbet preferred route

The preferred route: **Orange**

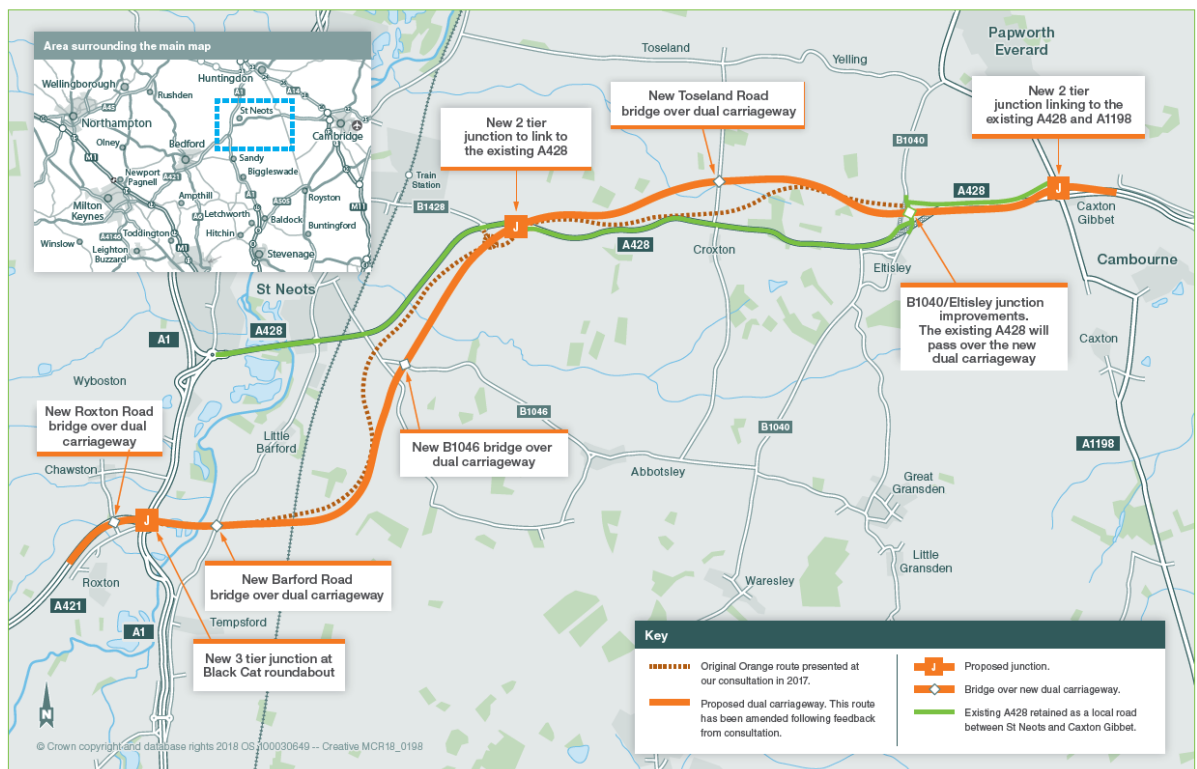
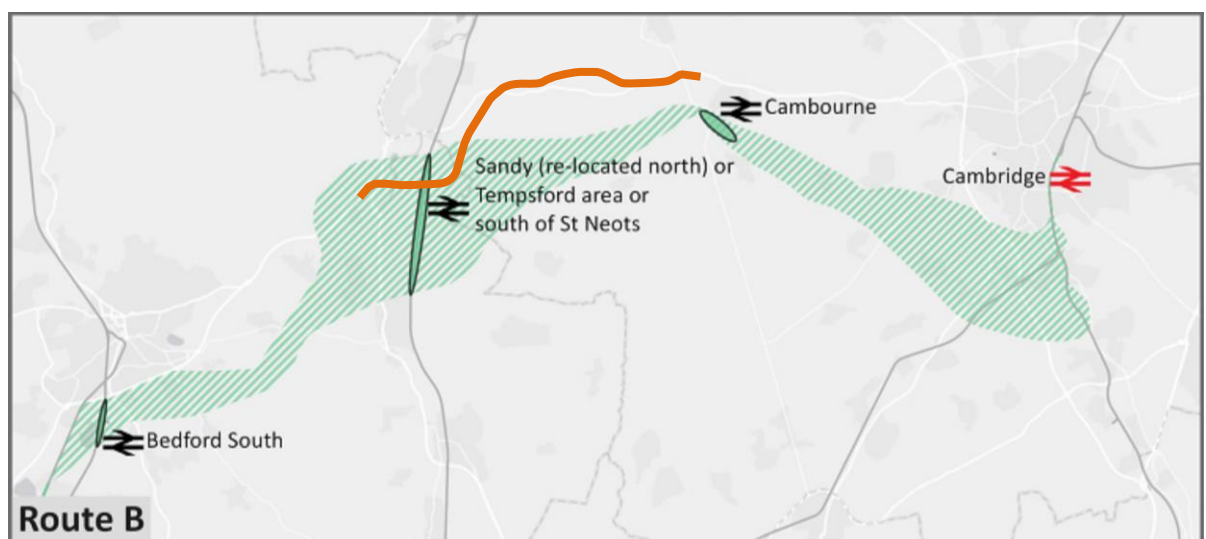


Figure A3 A428 preferred route superimposed on EWR Option B



The Greater Cambridge Partnership's Cambourne to Cambridge scheme

24. The Greater Cambridge Partnership's (GCP) Cambourne to Cambridge proposals (see <https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge/>) also address travel demand between Cambourne and Cambridge. The GCP scheme is addressing immediate local congestion issues and planned growth consistent with the EWR 'baseline' scenario. It will ultimately form part of the CAM network being planned by the Cambridgeshire and Peterborough Combined Authority and the GCP.
25. The Cambourne to Cambridge scheme will be capable of providing public transport capacity at much higher levels than are required to provide for currently planned housing and economic growth at Cambourne, Bourn Airfield and St Neots. The current cost estimate for the Cambourne to Cambridge scheme is £157M.

Interaction between EWR, the A428 and the Cambourne to Cambridge schemes

26. There is a significant risk that the assessed transport benefits from economic and housing growth would be double counted by the A428 and EWR schemes for Options B, C, D and E. The A428 scheme will deliver significant additional capacity between the St Neots area and Cambridge.
27. There is a further risk that benefits will be double counted by the Cambourne to Cambridge scheme and EWR schemes for Options B and E and to a lesser extent Options C and D.
28. The Cambourne to Cambridge proposals will provide for public transport trips into Cambridge on the corridor between St Neots, Cambourne and Cambridge, avoiding the congested A1303 St Neots Road / Madingley Road. Services between St Neots and Caxton Gibbet that are currently unreliable in peak periods due to congestion on the A428 single carriageway section will have the opportunity for uninterrupted trips on either the new A428 dual carriageway or the old road.
29. EWR Option B via Cambourne would cost £600M more than Option A via Bassingbourn, and is assessed as delivering a similar level of benefits. Option E via Cambourne would cost £1.4B more than Option A and deliver only £0.1B of additional benefits.
30. The cost differential between EWR Option A and Options B and E is significantly greater than the cost of the proposed Cambourne to Cambridge scheme.
31. At Cambourne and St Neots, currently planned investment will provide transport capacity to address currently planned growth and with the capability to cater for further growth. Conversely, there is currently no significant infrastructure provision planned that would enable any significant levels of growth to be accommodated in areas served by Options A, C and D between Sandy, Bassingbourn and Cambridge.

Housing growth assumptions

32. The assessment of the transport benefits of the scheme set out in the consultation material assumes a 'baseline' growth scenario, which is consistent with the growth assumptions in current and emerging Local Plan documents. Both EWR and the Oxford to Cambridge Expressway are being developed in the context of the NIC's "Partnering for Prosperity" report, and that report's proposals for significant additional growth over and above that in the 'baseline' growth case.
33. Annex A of the Technical Report accompanying the consultation states that 'intermediate' and 'higher' growth scenarios were tested. It does not provide detail of the quantum of growth assessed for these two scenarios, other than to note that the 'higher' growth scenario is based on the NIC's transformational growth scenario. Table A3 below summarises the assessment of the route options to cater for growth set out in section 9 of the Technical Report.

Table A3 Growth potential of the five route options as set out in the EWR Bedford to Cambridge Route Option Consultation Technical Report

	Growth potential		
	Bedford area	East Coast Main Line interchange	South Cambs.
Route A	Significant (Wixams)	Limited (Sandy)	Significant (Bassingbourn)
Route B	Significant (Wixams)	Significant (Sandy north / Tempsford / St Neots south)	Significant (Cambourne)
Route C	Significant (Wixams)	Significant (Sandy north / Tempsford / St Neots south)	Significant (Bassingbourn)
Route D	Limited (central Bedford)	Significant (Sandy north / Tempsford / St Neots south)	Significant (Bassingbourn)
Route E	Limited (central Bedford)	Significant (Sandy north / Tempsford / St Neots south)	Significant (Cambourne)

34. An "illustrative 150,000 additional homes spread evenly across the five local authorities which the EWR central section might pass" is referred to in Annex C of the Technical Report, in relation to the assessment of economic benefits of additional housing that might be supported by EWR. It is unclear whether this figure forms the basis of the transport assessment of either the 'intermediate' or 'higher' growth scenarios. It is made clear that the figure of 150,000 new homes is an assumption for economic modelling purposes and

“does not imply that these additional planning permissions and homes could be granted and supported without EWR.”

35. The consideration of new growth locations is led by the development of Local Plans. The planning of new infrastructure does not pre-empt the Local Plan process, so the statement noted above **should not be interpreted as implying that the additional planning permissions and homes would be granted and supported with EWR**. This is a matter for the Local Planning Authorities on the central section route in Cambridgeshire and Bedfordshire, in collaboration with the transport, highway and other relevant authorities.
36. As noted in paragraphs 23 to 31 above, the GCP's Cambourne to Cambridge scheme will provide capacity that could provide for growth in the Cambourne area at greater levels than are included in current plans, and the A428 Black Cat to Caxton Gibbet scheme will address congestion issues that impact on the reliability of public transport services between St Neots and Cambourne. There is therefore a significant risk of EWR Options B, C, D and E and the A428 and Cambourne to Cambridge schemes double counting the growth benefits of the overall transport investment.
37. The current Cambridge and South Cambridgeshire Local Plans were adopted in 2018, and the emerging Huntingdonshire Local Plan is likely to be adopted in the summer of 2019. These plans contain growth consistent with the baseline scenario. At this time, the only growth scenario that can be relied upon in the assessment of route options is the 'baseline' scenario.

Economic benefits of growth on the route

38. Annex C of the Technical Report accompanying the consultation details an analysis of developable land capacity that was undertaken for the EWR Company to allow for an assessment of the potential economic benefits of additional housing on the route.
39. The economic modelling assessed potential benefits of between £5 billion and £9 billion from an additional 150,000 dwellings spread equally across the five Local Authorities through which the central section passes in Bedfordshire and Cambridgeshire. It is important to note that this assessment does not discount the cost of other infrastructure and services (including education provision and local transport infrastructure) that would be needed.

Environmental impacts

40. All five options may have impacts on areas with protected status. In Cambridgeshire, the consultation material notes that these include:
- The River Cam and its flood zone (all routes)
 - The Eversden and Wimpole Special Area of Conservation (all routes)
 - The Wimpole Estate (routes A, C and D)
41. As the route options are currently defined as broad corridors, it is not possible to assess the impact of the routes on these sites in detail at this stage. The Technical Report accompanying the consultation states that “Route

alignments would be developed to avoid direct impacts on significant environmental features”.

42. The following paragraphs set out officer commentary on Ecology and Green Infrastructure, Flood Risk and Heritage impacts.

Ecology and Green Infrastructure

43. The route options to the north via Cambourne and south via Bassingbourn pass through areas with significant biodiversity interest, including irreplaceable habitats. It is essential that proposals protect and enhance sites, habitats and species of biodiversity value, including those of local importance (e.g. priority species / habitats, County Wildlife Sites and Cambridgeshire & Peterborough Additional Species of Interest). Best practice mitigation hierarchy should be followed, with the route avoiding the greatest impacts on biodiversity selected, with any residual impacts minimised and adequately mitigated.
44. This scheme, along with other infrastructure and housing development within Cambridgeshire, will cause significant fragmentation of the landscape and result in isolation of biodiversity assets. It is critical, in line with the National Planning Policy Framework, that the scheme seeks to establish coherent ecological networks that are more resilient to such pressure – including protect and buffer existing wildlife sites, extending existing networks of natural habitats and enhancements for species / habitats of local interest.
45. It is essential, in accordance with National Planning Policy Framework, that the scheme seeks to deliver biodiversity net gain which contributes to county-wide strategies / projects, including:
- Cambridgeshire Green Infrastructure Strategy (2011);
 - Wildlife Trust’s Living Landscape Project (see www.wildlifebcn.org/living-landscapes), including West Cambridgeshire Hundreds and Cambridgeshire Chalk; and
 - Cambridgeshire and Peterborough Habitat Opportunities map (expected to be published in late February 2019, contact biodiversitypartnership@wildlifebcn.org)

Flood Risk Management

46. The route options to the north via Cambourne and south via Bassingbourn pass through areas with significant flood risk. It is essential that the scheme considers the risk from all sources of flooding (i.e. including risk from surface water runoff, ordinary watercourses and groundwater as well as main rivers) and avoids or manages the risks appropriately.
47. Where possible, in line with the National Planning Policy Framework, the scheme should explore opportunities to provide a reduction in flood risk to existing communities as well as ensuring that the route itself is sustainability designed. This could include exploring the use of natural flood risk management solutions on a catchment scale, providing betterment along the corridor. This would also enable a more holistic approach to managing the corridor environment integrating green infrastructure, biodiversity and flood risk management measures. Taking this kind of approach might also enable

external funding and contributions to be drawn in from partners to support the delivery of high quality infrastructure.

48. All of the proposed routes would require the crossing of a number of watercourses. These watercourses form an essential part of water level management across Cambridgeshire and the wider catchment. Therefore consultation with Cambridgeshire County Council should be undertaken to ensure any crossings are designed appropriately and sustainably. The consent of the Council is required before changes can be made to the watercourses.

Heritage

49. Both proposed routes will have a significant impact on the historic environment. Numbers of both designated and non-designated heritage assets, excluding conservation areas, in the county Historic Environment Record are detailed in Table A4 below. Appropriate identification, assessment and management of impacts to these sites must be taken into consideration in the route planning and design and early engagement with the council's Historic Environment Team is strongly recommended.

Table A4 Locally and nationally designated sites in Cambridgeshire

	Locally and nationally designated sites in Cambridgeshire	
	Options A, C and D via Bassingbourn	Options B and E via Cambourne
Monuments	1,713	1,807
Fieldwork sites	385	422
Listed buildings	725	598
Scheduled monuments	23	28
Registered Parks & Gardens	3	4

50. In addition, and from a broader landscape perspective, the route corridors pass through a number of Historic Environment Character Areas (HECA) noted below:

- HECA 13 (Cambridgeshire Claylands)
- HECA 14 (Central Claylands),
- HECA 20 (Cam/Granta Valley)
- HECA 21 (Gamlingay Heath)
- HECA 22 (The Cam Valley)

Impacts on Local Roads and Public Rights of Way

Local Roads

51. As a new railway, there will be a presumption against the introduction of new level crossings. It is therefore expected that local roads on all route options would be taken over or under the railway. However, it is also possible that the EWR Company might wish to consider whether they could close some roads.

Early discussion of any such proposals with the County Council as Highway Authority and the Cambridgeshire and Peterborough Combined Authority as Transport Authority will be needed.

The A10 and Foxton Level Crossings

52. The central section will need to cross the A10 or A1309 at some point before it joins the West Anglia Main Line. For Options A, C and D (and possibly for Options B and E) there would be an opportunity for EWR to address or reduce the issues at the one road and two pedestrian level crossings where the Shepreth Branch crosses the A10 at Foxton.
53. The Council is also strongly supportive of the use of Foxton Station as a Park and Ride facility for traffic on the A10 as part of onward trips into Cambridge South, Cambridge and Cambridge North Stations, avoiding highly congested sections of the A10, M11 and A14.

Public Rights of Way

54. The route options to the north via Cambourne and south via Bassingbourn intersect with the routes of the Public Rights of Way (PROW) listed in the table at the end of the draft consultation response in **Appendix B**. Guiding Principle 3 from the County Council's Rights of Way Improvements Plan (ROWIP), April 2016 states that:

"New development should not damage countryside provision, either directly or indirectly. New settlements should be integrated into the rights of way network, and improved provision made for the increased population. Where appropriate, development should contribute to the provision of new links and/or improvement of the existing rights of way network."

55. In accordance with the ROWIP, the Council will seek to ensure that countryside provision is not damaged by the EWR central section. Any PROW that are proposed for diversion or extinguishment will require appropriate mitigation proposals, while enhancements to the PROW network will be sought where possible.

Impact of the EWR central section on settlements in Cambridgeshire

56. The five route options cover in part or whole a number of settlements in Cambridgeshire. It is not possible to consider potential impacts in detail at this stage of the scheme's development, but it can be noted that in most areas the broad corridors shown would appear to allow for the route options to avoid direct impact on settlements.
57. It is understood that current consideration of route options through the Shelfords would be likely to involve either an alignment on or adjacent to the current Shepreth Branch or a route that joined the West Anglia Main Line to the south of Great Shelford.

APPENDIX B PROPOSED CONSULTATION RESPONSE

1. Cambridgeshire County Council wishes to make the following representation in response to the EWR Company's consultation of route options for the central section of EWR between Bedford and Cambridge.
2. Firstly the Council wishes to confirm its strong support for the delivery of the central section, and highlight the opportunities it will bring to address some of the challenging issues facing the Greater Cambridge area that have been brought by continuing economic growth and a successful economy that is competing in a number of key sectors on a world stage.
3. The provision of infrastructure to support that growth at a local level is essential. It will help address fundamental issues such as the continued affordability and attractiveness of the Greater Cambridge area as a place where global talent adds massive value to the economy.
4. Similarly, the regional links across the Oxford-Milton Keynes-Cambridge Arc and onward links including to Swindon, Bristol, Cardiff and Swansea can only assist the economies of Cambridgeshire and East Anglia.
5. Secondly, whilst appreciating that it is not the subject of this consultation the council wishes to restate its strongest possible support for the early delivery of Cambridge South Station and the four tracking of the section of railway between Cambridge Station and the Shepreth Branch junction. Not only is this infrastructure critical for the central section of EWR, but it is needed as early as possible to support current and continued growth on the Cambridge Biomedical Campus and in the south of Cambridge.

Preferred route corridor

6. The Council can confirm that it continues to support the broad corridor between Bedford and Cambridge as the most appropriate route for the central section.

Choosing a preferred route option: main factors

7. All of the factors noted have a level of importance that needs to be assessed in detail as part of the ongoing development of proposals for the central section, and the Council does not feel able to give them a simple numerical rating. All five are very important. Considering them in turn:

'Supporting economic growth' and 'Supporting delivery of new homes'

8. In the context of growth in Cambridgeshire and the major infrastructure schemes planned including EWR, the consideration of these two factors cannot be divorced; both are critical to the continued success of the area.
9. Very strong economic growth over a long period, but particularly over the past twenty years has led to a situation now where there is a significant imbalance between supply and demand of housing in the Greater Cambridge area, with resulting affordability and transport problems. In addressing housing growth pressures, an intervention such as the central section of EWR will support economic growth.

Cost and overall affordability

10. While this is ultimately a matter for government, the Council would ideally wish to see a scheme that was assessed as delivering high value for money in transport terms. However, traditional metrics used by the Department for Transport do not translate well to the assessment of new transport capacity required by growth, as they are often dominated by the theoretical benefits of journey time savings when in far more straightforward terms, new capacity is what is needed and journey time reliability is more important to the end user.
11. It is therefore vitally important that affordability is considered in the context of the wider economic benefits of investment in the Greater Cambridge / East Anglia / Oxford-MK-Cambridge Arc to the national economy, rather than in narrow transport economic terms.

Benefits for transport users

12. Dissatisfaction of transport users with their current transport options or limited financial choices as a result of transport and housing cost constraints are warning signals of fundamental issues that will constrain national and local growth objectives if not addressed. In this context, user satisfaction is an important consideration.

Environmental impacts and opportunities

13. The importance of these issues, and of impacts on local communities should not be underestimated. Further details on the Council's views in these areas are detailed below.

Views on the route options

14. Cambridgeshire County Council prefers Option A between Bedford South and Cambridge via Sandy and Bassingbourn.
15. It considers that in the context of currently planned and potential future growth, and currently planned infrastructure to address that growth, Option A gives the best opportunity for additional growth whose transport demand would not otherwise be catered for.
16. In more detail, with the Greater Cambridge Partnerships Cambourne to Cambridge scheme and Highways England's A428 Black Cat to Caxton Gibbet scheme, the corridor between Tempsford, St Neots, Cambourne and Cambridge has planned transport capacity that could provide for growth beyond that contained in current Local Plans. Further growth in the area served by Option A would be genuinely additional as a result of infrastructure provision whose absence would effectively rule it out.
17. Given that Option A also gives the best journey times between Cambridge and Oxford, and between Cambridge and the Bedford area, and has the lowest cost of the options presented, it is at this stage of scheme development the Council's preferred option.

The route Into Cambridge

18. The County Council can confirm that it strongly agrees that the EWR Company was right to prioritise route options that approach Cambridge from the south. In detail the Council would particularly note that:
- A route option entering Cambridge to the north would involve significant additional route miles, and significant additional cost over and above the route options presented in the consultation.
 - Journey times on the EWR central section would be longer than for the route options presented in the consultation.
 - The ability of EWR services to effectively serve the planned Cambridge South station and provide for the very significant planned economic and housing growth in the south of the city including at the Cambridge Biomedical Campus would be significantly reduced if the central section entered Cambridge from the north.
 - The central section is a part of the longer EWR route linking East Anglia to Central, Southern and Western England. An option that required trains entering Cambridge from the north to reverse at Cambridge or Cambridge South to travel onwards to Ipswich or Norwich would add to journey times on EWR services.
 - There would be additional costs to provide capacity through Cambridge over and above that required to cater for the five options presented in the consultation, as trains making onward trips onto the eastern section would need to make two movements through Cambridge rather than one.
 - Public transport infrastructure provision is already in place or planned to address the needs of housing and economic growth to the north and northwest of Cambridge that could be served by a route that entered Cambridge from the north.

General feedback

Environmental impacts

19. All five options may have impacts on areas with protected status. In Cambridgeshire the consultation material notes that these include:
- The River Cam and its flood zone (all Routes)
 - The Eversden and Wimpole Special Area of Conservation (all Routes)
 - The Wimpole Estate (Routes A, C and D)
20. As the route options are currently defined as broad corridors, it is not possible to assess the impact of the routes on these sites in detail at this stage. The Technical Report accompanying the consultation states that “Route alignments would be developed to avoid direct impacts on significant environmental features”.
21. The following paragraphs set out officer commentary on Ecology and Green Infrastructure, Flood Risk and Heritage impacts.

Ecology and Green Infrastructure

22. The route options to the north via Cambourne and south via Bassingbourn pass through areas with significant biodiversity interest, including irreplaceable habitats. It is essential that proposals protect and enhance sites, habitats and species of biodiversity value, including those of local importance (e.g. priority species / habitats, County Wildlife Sites and Cambridgeshire & Peterborough Additional Species of Interest). Best practice mitigation hierarchy should be followed, with the route avoiding the greatest impacts on biodiversity selected, with any residual impacts minimised and adequately mitigated.
23. This scheme, along with other infrastructure and housing development within Cambridgeshire, will cause significant fragmentation of the landscape and result in isolation of biodiversity assets. It is critical, in line with the National Planning Policy Framework, that the scheme seeks to establish coherent ecological networks that are more resilient to such pressure – including protect and buffer existing wildlife sites, extending existing networks of natural habitats and enhancements for species / habitats of local interest.
24. It is essential, in accordance with National Planning Policy Framework, that the scheme seeks to deliver biodiversity net gain which contributes to county-wide strategies / projects, including:
 - Cambridgeshire Green Infrastructure Strategy (2011);
 - Wildlife Trust's Living Landscape Project (www.wildlifebcn.org/living-landscapes), including West Cambridgeshire Hundreds and Cambridgeshire Chalk; and
 - Cambridgeshire and Peterborough Habitat Opportunities map (expected to be published in late February 2019, contact biodiversitypartnership@wildlifebcn.org)

Flood Risk Management

25. The route options to the north via Cambourne and south via Bassingbourn pass through areas with significant flood risk. It is essential that the scheme considers the risk from all sources of flooding (i.e. including risk from surface water runoff, ordinary watercourses and groundwater as well as main rivers) and avoids or manages the risks appropriately.
26. Where possible, in line with the National Planning Policy Framework, the scheme should explore opportunities to provide a reduction in flood risk to existing communities as well as ensuring that the route itself is sustainability designed. This could include exploring the use of natural flood risk management solutions on a catchment scale, providing betterment along the corridor. This would also enable a more holistic approach to managing the corridor environment integrating green infrastructure, biodiversity and flood risk management measures. Taking this kind of approach might also enable external funding and contributions to be drawn in from partners to support the delivery of high quality infrastructure.
27. All of the proposed routes would require the crossing of a number of watercourses. These watercourses form an essential part of water level management across Cambridgeshire and the wider catchment. Therefore

consultation with Cambridgeshire County Council should be undertaken to ensure any crossings are designed appropriately and sustainably. The consent of the Council is required before changes can be made to the watercourses.

Heritage

28. Both proposed routes will have a significant impact on the historic environment. Numbers of both designated and non-designated heritage assets, excluding conservation areas, in the county Historic Environment Record are detailed in the table below. Appropriate identification, assessment and management of impacts to these sites must be taken into consideration in the route planning and design and early engagement with the Council's Historic Environment Team is strongly recommended.

	Locally and nationally designated sites in Cambridgeshire	
	Options A, C and D via Bassingbourn	Options B and E via Cambourne
Monuments	1,713	1,807
Fieldwork sites	385	422
Listed buildings	725	598
Scheduled monuments	23	28
Registered Parks & Gardens	3	4

29. In addition, and from a broader landscape perspective, the route corridors pass through a number of Historic Environment Character Areas (HECA) noted below:

- HECA 13 (Cambridgeshire Claylands)
- HECA 14 (Central Claylands),
- HECA 20 (Cam/Granta Valley)
- HECA 21 (Gamlingay Heath)
- HECA 22 (The Cam Valley)

Impacts on Local Roads and Public Rights of Way

30. Experience with Network Rail's recent Anglia Level Crossing Reduction Transport and Works Act Order has shown that it is vital for rail scheme promoters to consult with the County Council's Highways Service early and extensively in order to agree workable solutions and help minimise objections.
31. For the EWR central section the number of roads and PROW affected is large, and will require a great amount of work to assess the impact and potential solutions. The EWR Company is therefore strongly advised to consult the County Council as early as possible as the scheme is developed further, and certainly prior to the formalisation of any proposals.
32. The EWR Company will need to agree with the County Council a plan for approval of changes to the highway network, including the handover of all

relevant asset information in order to enable the Council to update its legal records and undertake ongoing maintenance.

Local Roads

33. As a new railway, there will be a presumption against the introduction of new level crossings. It is therefore expected that local roads on all route options would be taken over or under the railway. However, it is also possible that the EWR Company might wish to consider whether they could close some roads. Early discussion of any such proposals with Cambridgeshire County Council as Highway Authority and the Cambridgeshire and Peterborough Combined Authority as Transport Authority will be needed.

The A10 and Foxton Level Crossings

34. The central section will need to cross the A10 or A1309 at some point before it joins the West Anglia Main Line. For Options A, C and D (and possibly for Options B and E) there would be an opportunity for EWR to address or reduce the issues at the one road and two pedestrian level crossings where the Shepreth Branch crosses the A10 at Foxton. The County Council considers that the resolution of the issues at the level crossings at Foxton should fall within the scope of the EWR central section scheme.
35. The Council is also strongly supportive of the use of Foxton Station as a Park and Ride facility for traffic on the A10 as part of onward trips into Cambridge South, Cambridge and Cambridge North Stations, avoiding highly congested sections of the A10, M11 and A14.

Public Rights of Way

36. The five route options for the EWR central section intersect with the routes of the Public Rights of Way (PROW) listed in the table below. As the Highway Authority, Cambridgeshire County Council is the statutory body with responsibility for maintaining these PROW and the legal records related to them, in the form of the Definitive Map and Statement. The proposed works will severely impact upon the PROW network in the specified development corridors.
37. In accordance with the County Council's Rights of Way Improvement Plan (ROWIP) (see <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/local-transport-plan/>) and the Cambridgeshire Health & Well-Being Strategy (see <https://cambridgeshireinsight.org.uk/jsna/health-and-wellbeing-strategy/>), the Council's approach is that:
- It will seek to ensure that countryside provision is not damaged by new development, and that, where possible, it is enhanced for the physical and mental well-being of communities.
 - In principle, public rights of way should remain open on their existing alignment, and diversion or extinguishment will only be considered where it can be demonstrated that there is no alternative.
 - Any routes that are proposed for diversion or extinguishment will require appropriate mitigation proposals (including consideration of convenience of

users and enjoyment).

- In addition, enhancements to the PROW network should be provided where possible both to help mitigate any losses, and to make use of the development as an opportunity to bring benefit to local communities, e.g. through upgrading the status of a right of way to bridleway for more inclusive access by equestrians and cyclists.

38. Guiding Principle 3 from the ROWIP states that:

“New development should not damage countryside provision, either directly or indirectly. New settlements should be integrated into the rights of way network, and improved provision made for the increased population. Where appropriate, development should contribute to the provision of new links and/or improvement of the existing rights of way network.”

Potentially impacted PROW in Cambridgeshire

Options A, C and D via Bassingbourn		Options B and E via Cambourne	
Parish	PROW	Parish	PROW
Abington Pigotts	Abington Pigotts Bridleway 10	Abbotsley	Abbotsley Footpath 9
Abington Pigotts	Abington Pigotts Bridleway 11b	Abbotsley	Abbotsley Bridleway 1
Abington Pigotts	Abington Pigotts Bridleway 9	Abbotsley	Abbotsley Byway 7
Abington Pigotts	Abington Pigotts Footpath 11	Abbotsley	Abbotsley Footpath 2
Abington Pigotts	Abington Pigotts Footpath 3	Abbotsley	Abbotsley Footpath 3
Abington Pigotts	Abington Pigotts Footpath 7	Abbotsley	Abbotsley Footpath 4
Abington Pigotts	Abington Pigotts Footpath 8	Abbotsley	Abbotsley Footpath 4
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Bridleway 16	Abbotsley	Abbotsley Footpath 5
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Byway 14	Abbotsley	Abbotsley Footpath 5
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Byway 22	Abbotsley	Abbotsley Footpath 6
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 1	Barton	Barton Bridleway 11
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 10	Barton	Barton Byway 13
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 11	Barton	Barton Footpath 12
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 12	Barton	Barton Footpath 8
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 13	Barton	Barton Footpath 9
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 19	Bourn	Bourn Bridleway 15
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 2	Bourn	Bourn Byway 16
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 20	Bourn	Bourn Byway 17
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 21	Bourn	Bourn Footpath 18

Options A, C and D via Bassingbourn		Options B and E via Cambourne	
Parish	PROW	Parish	PROW
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 23	Bourn	Bourn Footpath 19
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 3	Bourn	Bourn Footpath 2
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 4	Bourn	Bourn Footpath 22
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 5	Caldecote	Caldecote Bridleway 4
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 6	Caldecote	Caldecote Footpath 5
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 7	Caldecote	Caldecote Footpath 6
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 8	Caldecote	Caldecote Footpath 7
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 8	Caldecote	Caldecote Footpath 8
Bassingbourn Cum Kneesworth	Bassingbourn Cum Kneesworth Footpath 9	Cambourne	Cambourne Bridleway 2
Fowlmere	Fowlmere Footpath 1	Cambourne	Cambourne Bridleway 4
Foxton	Foxton Footpath 1	Cambourne	Cambourne Footpath 3
Foxton	Foxton Footpath 2	Cambourne	Cambourne Footpath 5
Foxton	Foxton Footpath 3	Cambridge	Cambridge Footpath 47
Foxton	Foxton Footpath 4	Caxton	Caxton Bridleway 5
Foxton	Foxton Footpath 5	Caxton	Caxton Footpath 15
Great Shelford	Great Shelford Footpath 1	Caxton	Caxton Footpath 17
Great Shelford	Great Shelford Footpath 3	Caxton	Caxton Footpath 22
Great Shelford	Great Shelford Footpath 4	Caxton	Caxton Footpath 4
Guilden Morden	Guilden Morden Byway 1	Caxton	Caxton Footpath 4
Guilden Morden	Guilden Morden Byway 8	Comberton	Comberton Byway 10
Guilden Morden	Guilden Morden Byway 9	Comberton	Comberton Byway 12
Guilden Morden	Guilden Morden Footpath 10	Comberton	Comberton Byway 7
Guilden Morden	Guilden Morden Footpath 11	Comberton	Comberton Footpath 11
Guilden Morden	Guilden Morden Footpath 12	Comberton	Comberton Footpath 8
Guilden Morden	Guilden Morden Footpath 13	Comberton	Comberton Footpath 9
Guilden Morden	Guilden Morden Footpath 14	Croxton	Croxton Footpath 5
Guilden Morden	Guilden Morden Footpath 2	Eltisley	Eltisley Bridleway 1
Guilden Morden	Guilden Morden Footpath 3	Eynesbury Hardwicke	Abbotsley Footpath 10
Guilden Morden	Guilden Morden Footpath 4	Eynesbury Hardwicke	Abbotsley Footpath 11
Guilden Morden	Guilden Morden Footpath 5	Grantchester	Grantchester Footpath 6
Guilden Morden	Guilden Morden Footpath 54	Great And Little Eversden	Great And Little Eversden Bridleway 1
Guilden Morden	Guilden Morden Footpath 54	Great And Little Eversden	Great And Little Eversden Footpath 2

Options A, C and D via Bassingbourn		Options B and E via Cambourne	
Parish	PROW	Parish	PROW
Guilden Morden	Guilden Morden Footpath 55	Great And Little Eversden	Great And Little Eversden Footpath 26
Harston	Harston Byway 6	Great Gransden	Great Gransden Footpath 7
Harston	Harston Footpath 4	Great Shelford	Great Shelford Footpath 1
Harston	Harston Footpath 5	Great Shelford	Great Shelford Footpath 2
Hauxton	Hauxton Byway 3	Great Shelford	Great Shelford Footpath 3
Litlington	Litlington Footpath 1	Great Shelford	Great Shelford Footpath 4
Little Shelford	Little Shelford Bridleway 3	Harston	Harston Bridleway 1
Little Shelford	Little Shelford Footpath 1	Harston	Harston Byway 6
Little Shelford	Little Shelford Footpath 2	Harston	Harston Footpath 2
Little Shelford	Little Shelford Footpath 4	Harston	Harston Footpath 3
Melbourn	Melbourn Byway 2	Harston	Harston Footpath 4
Melbourn	Melbourn Footpath 3	Harston	Harston Footpath 5
Melbourn	Melbourn Footpath 4	Haslingfield	Haslingfield Bridleway 1
Melbourn	Melbourn Footpath 4	Haslingfield	Haslingfield Bridleway 14
Melbourn	Melbourn Footpath 7	Haslingfield	Haslingfield Bridleway 2
Meldreth	Meldreth Byway 11	Haslingfield	Haslingfield Byway 12
Meldreth	Meldreth Footpath 1	Haslingfield	Haslingfield Byway 6
Meldreth	Meldreth Footpath 10	Haslingfield	Haslingfield Footpath 10
Meldreth	Meldreth Footpath 13	Haslingfield	Haslingfield Footpath 10
Meldreth	Meldreth Footpath 14	Haslingfield	Haslingfield Footpath 13
Meldreth	Meldreth Footpath 2	Haslingfield	Haslingfield Footpath 3
Meldreth	Meldreth Footpath 3	Haslingfield	Haslingfield Footpath 4
Meldreth	Meldreth Footpath 4	Haslingfield	Haslingfield Footpath 5
Meldreth	Meldreth Footpath 5	Haslingfield	Haslingfield Footpath 7
Meldreth	Meldreth Footpath 5	Haslingfield	Haslingfield Footpath 8
Meldreth	Meldreth Footpath 5	Haslingfield	Haslingfield Footpath 9
Meldreth	Meldreth Footpath 6	Hauxton	Hauxton Bridleway 2
Meldreth	Meldreth Footpath 6	Hauxton	Hauxton Byway 3
Meldreth	Meldreth Footpath 6	Hauxton	Hauxton Byway 3
Meldreth	Meldreth Footpath 7	Hauxton	Hauxton Footpath 1
Meldreth	Meldreth Footpath 8	Hauxton	Hauxton Footpath 4
Meldreth	Meldreth Footpath 9	Hauxton	Hauxton Footpath 5
Newton (South Cambs)	Newton (Cambridge) Bridleway 2	Kingston	Kingston Footpath 17
Newton (South Cambs)	Newton (Cambridge) Footpath 1	Kingston	Kingston Footpath 6
Newton (South Cambs)	Newton (Cambridge) Footpath 3	Kingston	Kingston Footpath 7
Orwell	Orwell Footpath 10	Kingston	Kingston Footpath 8
Sawston	Sawston Footpath 1	Kingston	Kingston Footpath 9
Sawston	Sawston Footpath 2	Little Shelford	Little Shelford Bridleway 3
Shepreth	Shepreth Footpath 1	Little Shelford	Little Shelford Footpath 1
Shepreth	Shepreth Footpath 10	Little Shelford	Little Shelford Footpath 2
Shepreth	Shepreth Footpath 11	Little Shelford	Little Shelford Footpath 4
Shepreth	Shepreth Footpath 12	Newton (South Cambs)	Newton (Cambridge) Bridleway 2

Options A, C and D via Bassingbourn		Options B and E via Cambourne	
Parish	PROW	Parish	PROW
Shepreth	Shepreth Footpath 2	Newton (South Cambs)	Newton (Cambridge) Footpath 1
Shepreth	Shepreth Footpath 3	Sawston	Sawston Footpath 1
Shepreth	Shepreth Footpath 4	Sawston	Sawston Footpath 15
Shepreth	Shepreth Footpath 5	Sawston	Sawston Footpath 2
Shepreth	Shepreth Footpath 6	Sawston	Sawston Footpath 2
Shepreth	Shepreth Footpath 7	Toft	Toft Bridleway 11
Shepreth	Shepreth Footpath 8	Toft	Toft Byway 12
Shepreth	Shepreth Footpath 9	Toft	Toft Footpath 1
Shepreth	Shepreth Restricted Byway 1	Toft	Toft Footpath 10
Shingay Cum Wendy	Shingay Cum Wendy Bridleway 4	Toft	Toft Footpath 13
Shingay Cum Wendy	Shingay Cum Wendy Footpath 1	Toft	Toft Footpath 13
Shingay Cum Wendy	Shingay Cum Wendy Footpath 2	Toft	Toft Footpath 14
Shingay Cum Wendy	Shingay Cum Wendy Footpath 3	Toft	Toft Footpath 15
Shingay Cum Wendy	Shingay Cum Wendy Footpath 5	Toft	Toft Footpath 16
Shingay Cum Wendy	Shingay Cum Wendy Footpath 7	Toft	Toft Footpath 17
Steeple Morden	Steeple Morden Bridleway 33	Toft	Toft Footpath 18
Steeple Morden	Steeple Morden Byway 1	Toft	Toft Footpath 19
Steeple Morden	Steeple Morden Footpath 2	Toft	Toft Footpath 2
Tadlow	Tadlow Bridleway 13	Toft	Toft Footpath 20
Tadlow	Tadlow Bridleway 2	Toft	Toft Footpath 3
Tadlow	Tadlow Footpath 16	Toft	Toft Footpath 3
Tadlow	Tadlow Footpath 22	Toft	Toft Footpath 4
Tadlow	Tadlow Footpath 23	Toft	Toft Footpath 5
Whaddon	Whaddon Bridleway 3	Toft	Toft Footpath 5
Whaddon	Whaddon Footpath 10	Toft	Toft Footpath 6
Whaddon	Whaddon Footpath 11	Toft	Toft Footpath 7
Whaddon	Whaddon Footpath 12	Toft	Toft Footpath 8
Whaddon	Whaddon Footpath 2	Toft	Toft Footpath 9
Whaddon	Whaddon Footpath 4	Waresley	Waresley Restricted Byway 1a
Whaddon	Whaddon Footpath 5	Waresley	Waresley Restricted Byway 1b
Whaddon	Whaddon Footpath 6	Waresley-Cum-Tetworth	Waresley-Cum-Tetworth Bridleway 5
Whaddon	Whaddon Footpath 7	Waresley-Cum-Tetworth	Waresley-Cum-Tetworth Bridleway 6
Whaddon	Whaddon Footpath 8		
Whaddon	Whaddon Footpath 9		
Whittlesford	Whittlesford Footpath 5		
Whittlesford	Whittlesford Footpath 6		

**NORTH EAST CAMBRIDGE AREA ACTION PLAN: ISSUES AND OPTIONS
CONSULTATION 2**

Economy and Environment Committee

Meeting Date: **14 March 2019**

From: **Graham Hughes, Executive Director – Place and Economy**

Electoral division(s): **East Chesterton and Waterbeach**

Forward Plan ref: **N/a** *Key decision:* **No**

Purpose: **To consider the key issues arising from the consultation on the North East Cambridge Area Action Plan – Issues and Options 2 report.**

Recommendation: **The Committee is invited to:**

- a) Consider and approve the County Council's consultation response to the North East Cambridge Area Action Plan – Issues and Options; and**
- b) Delegate to the Executive Director: Place and Economy in consultation with the Chair and Vice-Chair of the Committee, the authority to make any minor textual changes to the consultation response prior to submission.**

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1. BACKGROUND

- 1.1 The North East Cambridge (NEC) site is located between the A14 and Chesterton. The area contains one of the last remaining substantial brownfield sites in Cambridge, referred to as Cambridge Northern Fringe East, (CNFE), as well as the Cambridge Science Park. CNFE currently contain the Water Recycling Centre, rail head and sidings and light industrial units. The Cambridge Science Park forms the western part of NEC, characterised by research and development offices. Appendix 1 contains a plan of the area and surrounding environs.
- 1.2 The area falls within the administrative boundaries of Cambridge City and South Cambridgeshire District Councils. The principle of regeneration for CNFE, and intensification of use on the Science Park is established in the Councils' recently adopted Local Plans. The policies allocate the area for a high quality mixed-use development with a range of supporting uses, and states that a jointly prepared Area Action Plan (AAP) will determine site capacities, and the viability, phasing and timescales of development. An Area Action Plan will be submitted to the Secretary of State for examination before being adopted by both authorities.
- 1.3 The first stage in developing an Area Action Plan is to consult on issues and options. The Issues and Options stage is an early part of plan making where ideas about the broad land use principles for the future development of the area are tested.
- 1.4 The issues and Options Report sets out a draft vision for NEC. The report includes a series of questions seeking views from the community and stakeholders. Consultation commenced 11 February 2019 and is due to close on 25 March 2019. A full copy of the Issues and Options Report is available on Cambridge City Council's website;

<https://www.cambridge.gov.uk/consultations/north-east-cambridge-area-action-plan-issues-and-options-consultation>
- 1.5 This is the second Issues and Options consultation for the area. The first, held in December 2014 was referred to as Cambridge Northern Fringe East. E&E Committee endorsed the County Council consultation response to this on 5th March 2015. A link to the decision can be found [here](#).
- 1.6 There are a number of planning policies in the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Site Specific Proposals Plan (2012) that relate to the area. These identify a number of sites for the provision of waste management in NEC, as well as transport infrastructure for the movement of minerals. The waste management designations and safeguarding areas seek to ensure that the future operation of these essential facilities are not prejudiced by future development. A new Cambridgeshire and Peterborough Minerals and Waste Local Plan is currently being drafted.

2. North East Cambridge Issues and Options 2

- 2.1 Following the first Issues & Options consultation in December 2014, work on the AAP was paused to consider the way forward, and whilst the Councils'

Local Plans were progressed. In the following years, there have been a number of significant developments that both affect and inform the preparation of the AAP. In particular, submission of a bid to Government for the Housing Infrastructure Fund (HIF) to relocate the Water Recycling Centre off-site, the delivery of Cambridge North Railway Station with Guided Busway link, and completion of the Ely to Cambridge Transport Study.

- 2.2 Homes England is anticipated to announce if the HIF bid has been successful in the coming months. The funding, if secured, will allow for the relocation of the Water Recycling Centre. With the endorsement of Cambridgeshire and Peterborough Combined Authority, Cambridge City Council and Anglian Water made the bid that was shortlisted in March 2018.
- 2.3 The Ely to Cambridge Transport Study was published in January 2018. The study produced an outline business case for the corridor as a whole, as well as separate transport studies for the new town north of Waterbeach, and the two main constituent parts of NEC, east and west of Milton Road. This illustrated the constraints on the current network and development in NEC needing to minimise car use to the site, maximise the take-up of non-car modes including walking, cycling, bus and rail, and promote land uses that encourage trips to be retained on-site. The Transport Study recommended a highway trip budget approach. This identifies the level of vehicle trips that can be made to and from NEC without leading to a severe further impact on the strategic highway network. A trip budget, as well as innovative measures to promote non car modes is the subject of a study currently being undertaken by Cambridgeshire County Council with Cambridge City and South Cambridgeshire District Council. This is anticipated to be complete in spring 2019 and will inform the drafting of the AAP.
- 2.4 The Issues and Options 2 consultation provides a revised vision for the site, reflecting the more comprehensive regeneration that could be achieved if the Housing Infrastructure Fund (HIF) bid is successful and the Water Recycling Centre is relocated off site. In addition, the authorities Local Development Scheme proposes to include the Cambridge Science Park within the AAP area, to ensure best use is made of land, to manage the constraints of the current transport network, and to seek opportunities to support travel by means other than by car. To reflect the change in boundary area, the AAP has been renamed as North East Cambridge (NEC). The Councils will make a decision on the AAP boundary following consultation.
- 2.5 Cambridge City and South Cambridgeshire District Councils will take into account comments received on both Issues and Options consultations when drafting the AAP.
- 2.6 The proposed vision for the AAP is :-

'North East Cambridge - A thriving low carbon place for innovative living and working; inherently walkable where everything is on your doorstep'
- 2.7 There are three overarching objectives:-
 - A place with a strong identity that successfully integrates into Cambridge.
 - A high quality, healthy, biodiverse place.
 - An adaptable knowledge district.

3. MAIN ISSUES

- 3.1 The Council strongly supports the vision for NEC having delivered the extension to the Cambridgeshire Guided Busway, and been involved in the delivery of the new Cambridge North railway station. These key pieces of infrastructure are key to the development of the area, providing sustainable transport links.
- 3.2 Members are advised that NEC will bring forward a high level of demand for trips and to mitigate the impact on the local highway network a new, innovative approach to minimising the use of the car, and reducing the need to travel in and out of the site is needed.
- 3.3 The highway network in the vicinity of both sites already operates at capacity at peak times of the day and in order for the intensification of either or both sites (CNFE and Cambridge Science Park) to be acceptable in transport terms, the way in which people travel to, from and within the sites will need to be significantly different in the future. Now that Cambridge North station and the Guided Busway have been delivered, along with the prospect of the area being connected to the Combined Authority's CAM network, it is essential that these key pieces of infrastructure are used to their maximum potential and the area considered holistically. It is for that reason the proposed boundary for NEC, to include both CNFE and the Science Park, is supported.
- 3.4 Officers broadly support the policies of the AAP although a number of responses to the questions are subject to further detail:-
- A transport study is currently being undertaken. This includes establishing a highway trip budget. This work hasn't yet concluded therefore it is considered premature to give too much commentary on some of the questions. The findings of the study are expected spring 2019 and will inform the drafting of the AAP.
 - Primary school and early year's provision will be needed on site, however, the demand will be informed by the number of dwellings and housing mix. Therefore the scale of provision can only be given once more detail is known.
- 3.5 The County Council's draft response can be found in Appendix 2.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

The redevelopment of the area will bring many benefits to the local economy including new housing and supporting infrastructure, business opportunities and improved transport links.

4.2 Helping people live healthy and independent lives

The redevelopment of the area will help support healthy and independent lives through an emerging new community and supporting infrastructure and new pedestrian and cycle linkages.

4.3 Supporting and protecting vulnerable people

There are no significant implications for this priority. Any planning application coming forward will need to demonstrate how it provides for protecting vulnerable people in accordance with local plan policies.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

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

- Although NEC is an important part of the development strategy for the area, the costs of bringing forward options must be carefully assessed and managed to ensure the County Council's objectives are fully met. Viability of the scheme will be an important consideration in order to ensure any development is deliverable but also contains all the important services and facilities.

4.2 Statutory, Risk and Legal Implications

There are no significant implications for statutory, risk and legal.

4.3 Equality and Diversity Implications

There are no significant implications for equality and diversity.

4.4 Engagement and Consultation Implications

The following bullet point sets out details of significant implications identified by officers:

- The proposals for NEC are subject to a robust consultation process. This has included consultation by Cambridge City Council and South Cambridgeshire District Council with a range of statutory and non-statutory consultees, including Parish Councils and the local community (including local public exhibition events).

4.5 Localism and Local Member Involvement

Members and the local community have a number of opportunities to be involved in the redevelopment of this area.

4.6 Public Health Implications

The inclusion of health considerations forms part of the Council's response and would benefit the proposals as they move forward.

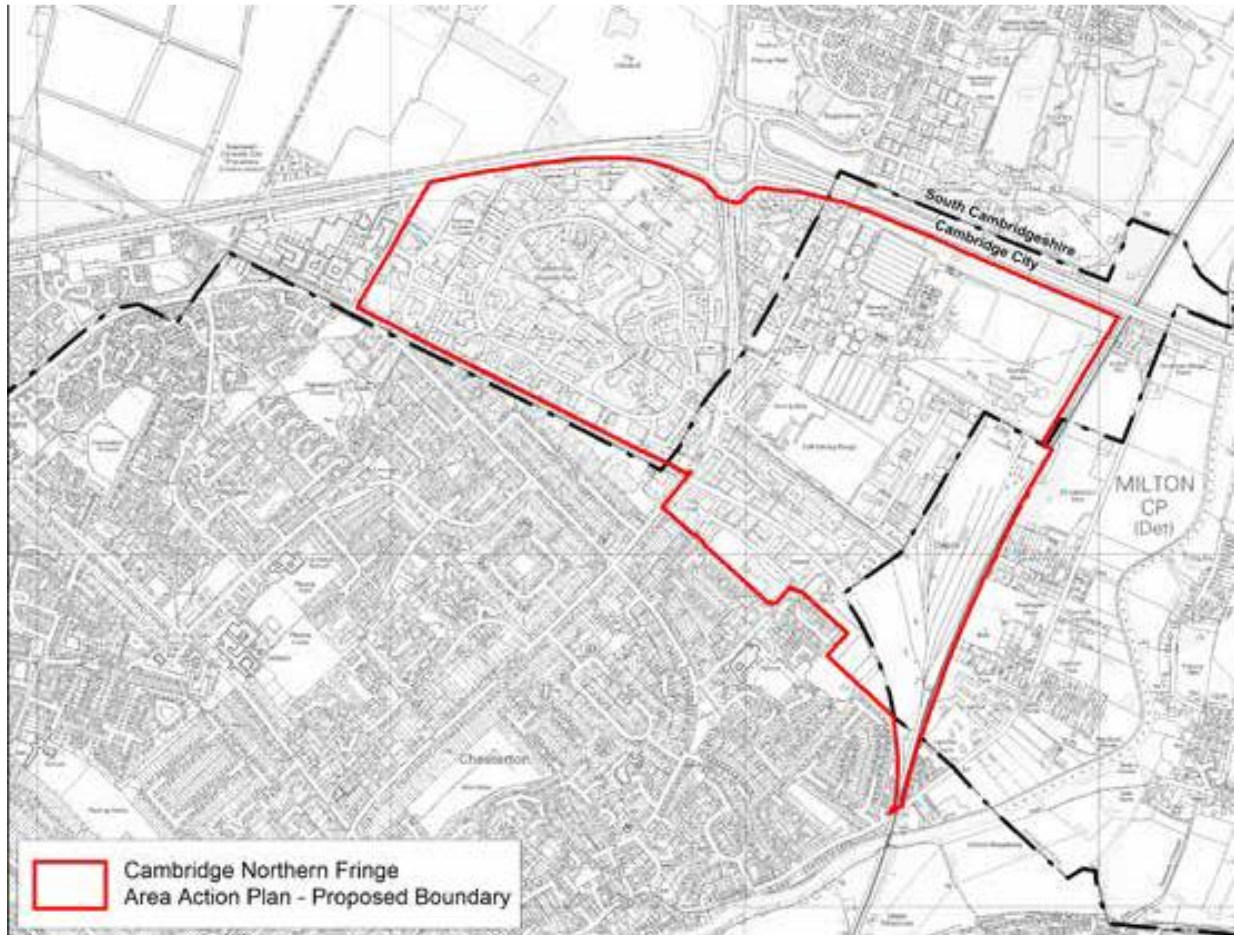
Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	N/A Name of Officer: Paul White
Has the impact 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?	Name of Officer: Andy Preston
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

Source Documents	Location
North East Cambridge Area Action Plan – Issues and Options 2	https://www.cambridge.gov.uk/consultations/north-east-cambridge-area-action-plan-issues-and-options-consultation

North East Cambridge Area Action Plan – Issues and Options 2 consultation.

Plan showing North East Cambridge Proposed Boundary.

Source: Cambridge City Council and South Cambridgeshire District Council, Page 57, North East Cambridge Area Action Plan – Issues and Options 2 report February 2019.



**LAND NORTH WEST OF SPITTALS WAY AND ERMINE STREET, GREAT STUKELEY –
OUTLINE PLANNING APPLICATION CONSULTATION RESPONSE**

To: Economy and Environment Committee

Meeting Date: 14 March 2019

From: Graham Hughes, Executive Director - Place and Economy

Electoral division(s): Great Stukeley, Huntingdon

Forward Plan ref: N/a **Key decision:** No

Purpose: To consider and endorse the officers' response to an outline planning application for up to 1,000 new dwellings at Ermine Street, Great Stukeley.

Recommendation: Committee is asked to:

- a) Endorse the response as set out in Appendix 1; and
- b) Delegate to the Executive Director - Place and Economy, in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the response.

<i>Officer contact:</i>		<i>Member contacts:</i>	
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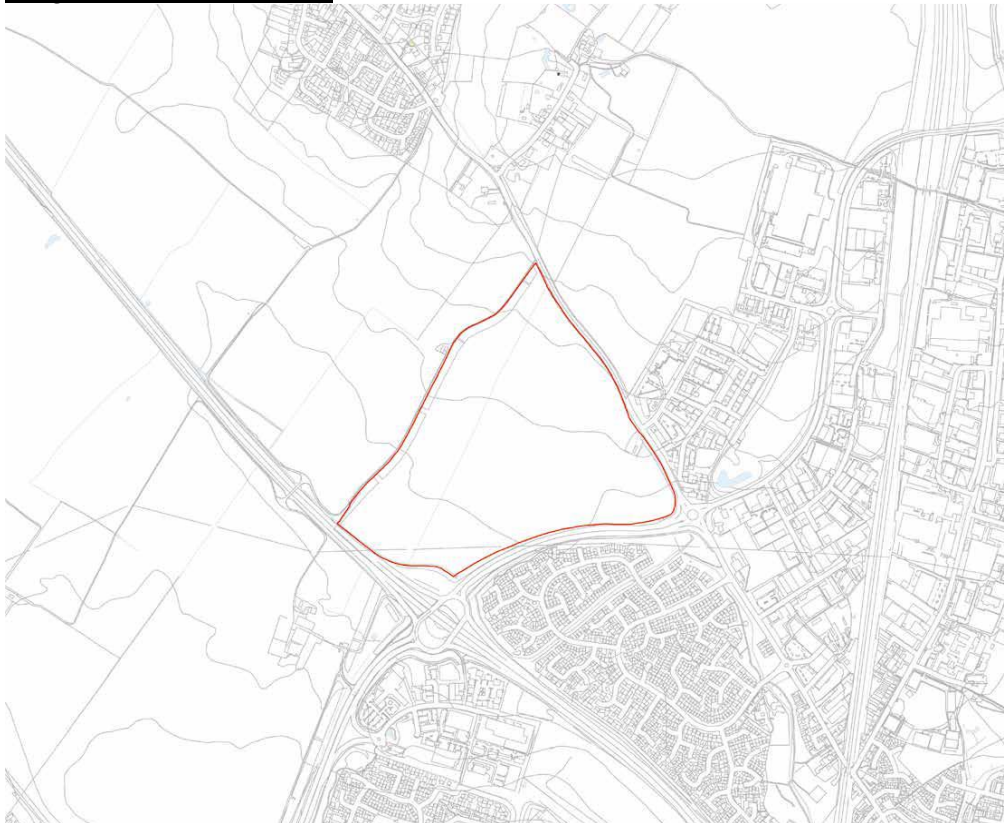
1.0 BACKGROUND

- 1.1 Bloor Homes South Midlands and Narrowmine Properties Ltd have jointly submitted an outline planning application (OPA) to Huntingdonshire District Council (HDC), as the local planning authority, for up to 1,000 new homes. This report seeks Member endorsement of the officer response to the planning application consultation which was submitted to HDC on the 13 December 2018 in order to meet the consultation deadline.

The Site – Ermine Street

- 1.2 The site is located to the north west of Huntingdon. The site is arable land adjoining Ermine Street along its eastern edge, located within the jurisdiction of HDC. To the north are the villages of Great Stukeley and Little Stukeley. Alconbury Airfield is located to the immediate north of these settlements. The larger village of Alconbury is located to the north west of the site about 1.5km away. The location of the site is outlined in red in diagram 1.

Diagram 1: Location map



Source: Ermine Street Outline Planning Application

- 1.3 The development site measures 50.21 hectares (123.62 acres). There is a small barn situated on the Site, which is to be demolished. The site is bounded by a woodland strip and private access road to the north-west; by Ermine Street (single carriageway two-way road) to the north-east; the A141 (dual carriageway) to the south-east; and the A14 (dual carriageway) and a section of grassland, with Spittals Interchange beyond to the south-west.

1.4 The OPA proposes :-

- Up to 1,000 residential dwellings;
- Primary School including early years provision;
- Up to 205 sqm of Community Floorspace (D1);
- Up to 1,000 sqm of retail floorspace (Class A1);
- Food and Drink Retail (classes A3-A4);
- Open Space and Play Areas;
- Landscaping;
- Pedestrian and Cycle Links;
- Associated drainage and engineering works; and
- Highway connections including primary and secondary vehicle access from Ermine Street and the A141”.

1.5 The site is allocated under Policy HU1: Ermine Street of the Proposed Submission Draft 2017 Local Plan to 2036 for 1,440 homes which also covers the Land North of Ermine Street North which is currently at pre-planning application stage and proposes 400 additional dwellings. The entire allocation is shown outlined in purple in diagram 2.

Diagram 2: HU1 Ermine Street, Huntingdon



- 1.6 Any planning 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 The planning application reference number is 18/01918/OUT.

2.0 MAIN ISSUES

- 2.1 Appendix 1 of this report contains the full officer response submitted to HDC. 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 HDC planning officer report.
- 2.2 The cumulative impact of the entire Ermine Street allocation will need to be considered to provide the adequate infrastructure and facilities that will serve both sites.
- 2.3 The development will contribute towards the corporate priorities of HDC.

Developer contributions / s106 agreement

- 2.4 Officers have and will continue to work with the applicant and HDC 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.
- 2.5 Table 1 below sets out the key infrastructure items required by the County Council.

Table 1: County Council's developer requirements

Contribution Infrastructure	Development Contribution Amount Required (with Indexation Date)).	Developer Position	Comments
Primary school (with early years provision)	To be confirmed	To be confirmed	CCC requires 3ha hectares
Secondary school	To be confirmed	To be confirmed	A contribution towards the expansion of the secondary school

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.

Contribution Infrastructure	Development Contribution Amount Required (with Indexation Date)).	Developer Position	Comments
Special Education Needs (SEN)	To be confirmed	To be confirmed	A contribution towards Alconbury SEN school
Libraries and Lifelong Learning	£94,770	To be confirmed	
Strengthening Communities	£209,502	To be confirmed	
Household Waste Recycling Centre			No contribution required
Transport	To be confirmed	To be confirmed	To be agreed

Education

- 2.6 The location of the proposed primary school in the northern part of the site south of Ermine Street is considered to be acceptable for accessibility from both the northern Ermine Street and southern Ermine Street Developments.
- 2.7 The key concern in its location relates to noise from Ermine Street. It is recommended that the location of the primary school in the northern part of the site could be re-positioned slightly, moving it a short distance away from Ermine Street to reduce the impact of noise on the school. Additional information should also 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).
- 2.8 Suitable crossing points will be required to ensure that parents and children can travel safely to school.
- 2.9 S106 contributions will be required for primary, secondary and special school places.

Lead Local Flood Authority

- 2.10 A holding objection is raised until the inconsistencies between attenuation calculation and discharge rates are amended.
- 2.11 A stronger commitment to implementing a full Sustainable Urban Drainage (SUDs) scheme should be made at this stage.

Transport Assessment

- 2.12 A revised Transport Assessment/Addendum should be submitted as the current Transport Assessment is not acceptable.
- 2.13 The mitigation measures proposed by the applicant in relation to the flows and modelling in respect of the junctions are not accepted. The proposed accesses and other mitigation measures associated with the traffic impact need further evidence.
- 2.14 Once the flows and modelling have been revised, a suitable package of traffic, walking and cycling mitigation measures can be agreed. All mitigation measures will need to be subject to the appropriate Safety Audit process and preliminary design checks.

Public Rights of Way (PROW)

- 2.15 The Definitive Map team at the County Council are objecting to the application until a PROW strategy is provided to the satisfaction of the Local Planning Authority and the County Council.

Other services

- 2.16 Public Health, Archaeology, 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

There are no significant implications for this priority although the development may include employment opportunities for the local economy

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority. Any planning application coming forward will need to demonstrate how it provides for healthy and independent lives in accordance with local plan policies.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority. Any planning application coming forward will need to demonstrate how it provides for protecting vulnerable people in accordance with local plan policies.

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 Huntingdonshire District Council.

4.4 Equality and Diversity Implications

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

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	Yes Name of Officer: Andrew Preston

Service Contact?	
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

Source Documents	Location
Ermine Street – Planning Application 18/01918/OUT	Available at https://publicaccess.huntingdons-hire.gov.uk/online-applications/

APPENDIX 1: OFFICER RESPONSE TO OUTLINE PLANNING APPLICATION FOR ERMINE STREET

County Council Officer Comments

Mixed use development comprising: Up to 1,000 dwellings, Primary School including early years provision, Up to 205sqm community floorspace, Up to 1,000sqm retail floorspace (Class A1), Food and drink uses (Classes A3-A4), Open space and play areas, Landscaping, Pedestrian and cycle links, Associated drainage and engineering works and, highway connections including primary and secondary vehicle access from Ermine Street and the A141 (Outline Planning Application for phased development with all matters reserved except means of access onto the local highway network).

18/01918/OUT

The following County Council Services have been consulted (✓ denotes response received):-

- Archaeology – comments to be provided separately
- Digital Infrastructure & Connecting Cambridgeshire – no comments received
- Education ✓
- Energy Investment – no comments received
- Floods and Water– comments to be provided separately
- Libraries and Lifelong Learning ✓
- Minerals and Waste ✓
- New Communities ✓
- Public Health ✓
- Transport Assessment & Highways – comments to be provided separately

1.0 EDUCATION INFRASTRUCTURE SERVICE

1.1 The County Council, as the Local Children's Services Authority (defined under the Children Act 2004), has responsibility for planning and commissioning services, including education provision for children and young people in Cambridgeshire. The Council has a number of statutory duties to ensure sufficient places in the County for children between the ages 5 and 16 years. It works with other partners to ensure a sufficient supply of 16 – 19 year places. In addition the Council has a statutory duty to ensure a sufficiency supply of pre-school places (e.g. Day Care and/or Nursery provision) for children aged three and four. There is also a duty to ensure free places for eligible two-year olds.

1.2 The National Planning Policy Framework (NPPF) attaches great importance to ensuring sufficient choice of school places is available and states (paragraph 94):

“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:

- *give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and*
- *work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.”*

1.3 Section 106 of the Town and Country Planning Act 1990 sets in place the statutory basis for entering into planning obligations to secure infrastructure to mitigate the impacts of a development. Section 106(1)(d) specifically allows for the making of payments to Local Authorities on a specified date or dates or periodically.

1.4 Therefore the overriding principle which governs Cambridgeshire County Council's approach is that development proposals which generate a net increase to the number of dwellings within any given area would in most cases result in an increase in children, and as such would necessitate the need for school places to be provided for the children requiring them.

1.5 In terms of calculating the number of pupils arising from developments, the County Council's Research Service has developed an evidence base using information on child yield from all types of development that have occurred across Cambridgeshire and in surrounding Local Authorities. From this information general multipliers have been derived that can be applied to proposed development in order to forecast the expected child yield. These are as follows:

- Early Years = 20-30 children per 100 dwellings
- Primary Education = 30-40 children per 100 dwellings
- Secondary Education = 15-25 children per 100 dwellings

1.6 Further details on these multipliers are contained within the County Council report entitled *Pupil Forecasts – Adoption of Revised Multipliers for Forecasting Education Provision for*

New Developments, which was approved by the Children and Young People Committee on 8 September 2015.

- 1.7 At the Children & Young People's Committee on 5 December 2017, the estimating demand for education provision arising from new housing developments was reviewed and the primary school multiplier was increased from 35 children per 100 dwellings to 40 per 100 dwellings.
- 1.8 The proposed planning application is outline and therefore the final housing mix of the development remains unknown.

Early Years

- 1.9 Local Authorities have a statutory duty to ensure sufficient early years and childcare places. Some children, from the term following their 2nd birthday and all children from the term following their 3rd birthday, are entitled to 15 hours a week free early years education up to the point they are entitled to start statutory education. The free entitlement has increased from September 2017 to 30 hours for 3 and 4 year olds. Section 106 funds are sought to support the development of these places. Places may be provided by day nurseries, pre-schools, maintained nursery classes or accredited child-minders.
- 1.10 Based on the County Council's general multipliers this development is expected to generate a net increase of 300 early years aged children (1,000 dwellings x 0.30 multiplier) of which 141 are entitled to free provision.
- 1.11 We welcome the recognition that Cambridgeshire County Council, as local education provider, require all new primary schools to include the provision of early years facilities.

Primary Education

- 1.12 The planning application is an outline application only. However, the application is accompanied by an illustrative masterplan. It is important therefore that the parameter plans and illustrative masterplan provide adequate provision for integration of the proposed educational facilities within the development.
- 1.13 Given the location of the site in relation to primary school provision in the town and pupil forecasts it is likely that the primary school will be required prior to first occupations on the development.
- 1.14 Based on the County Council's general multipliers this development would be expected to yield 400 primary-aged pupils (1,000 dwellings x 0.40 multiplier).

School size

- 1.15 The application references 1no. 2 forms of entry (FE) primary school incorporating pre-school provision on a site of not more than 2.3 hectares in order to mitigate 1000 dwellings considered in this application. However, the emerging Huntingdonshire Local Plan to 2036 policy HU1 references the sites both north and south of Ermine Street as one allocation and suggests 1440 dwelling across the site as a whole. Due to the requirement for primary school places for the site as a whole, a primary school site of 3ha would be required to mitigate the whole Local Plan allocation.
- 1.16 However, this planning application suggests that the northern part of the HU1 site is likely to come forward for planning following this application and will seek permissions for a further 520 dwellings resulting in a total of 1,520 dwellings. It is noted that this number differs to the New Local Plan. A site of 3ha would be sufficient for the increased number of dwellings.

Location of Schools

- 1.17 The Primary School is located to the north of the site and adjacent to Ermine Street. The northern location of the school is welcomed as it will be within reasonable walking distance of both the northern and southern site areas. However, the application recognises that noise levels in dwellings closest to the road will exceed 55dB and those dwellings will require acoustic fences or brick walls. It is considered that the school could be set back from the road to ensure that the noise levels in the external areas of the school are reduced. Should this not be confirmed, additional costs will be incurred to reduce the impact of noise at the primary school, which will need to be met by the developer.
- 1.18 The Ermine Street South site is separated from the Ermine Street north site by Ermine Street. In order to ensure that the school is legitimately accessible to both areas proposed in the local plan, suitable crossings must be available on Ermine Street to allow parents and children to cross safely from the northern site to the school on the southern site.

Levels

- 1.19 Provision for a level and flat school site will need to be secured as part of the Section 106 agreement and the site will be required to meet CCC's School Site Specification.

Environmental Statement – noise

- 1.20 The location of the primary school, to the north of the site, is in close proximity to Ermine Street. In terms of outdoor teaching spaces, outdoor noise levels should not exceed 55Db. The noise assessment referred to in the planning application states that noise pollution will exceed 55dB in the external areas and playing fields closest to Ermine Street. It is considered that any concerns regarding noise could be addressed by moving the primary school to a location further from Ermine Street.
- 1.21 CCC Education require further clarification at this stage of likely internal noise levels for teaching at the Primary School. CCC Education require certainty regarding the option for natural ventilation throughout the year to meet the noise standards and not just summertime standards.

- 1.22 If required, it is considered that suitable noise mitigation could be provided to the primary school to mitigate against noise pollution, e.g. in the form of an acoustic fence if needed. In the first instance further clarification should be provided on the above matters. Should mitigation be required to reduce the level of noise pollution either internally or externally, the developer will be required to meet any additional cost resulting from this.

Secondary Education

- 1.23 Based on the County Council's general multipliers this development is expected to generate a net increase of 250 secondary school places (1,000 dwellings x 0.25 multiplier).
- 1.24 The application suggests that the plans to expand St Peters Secondary School and the opening of Alconbury Weald Secondary school will be sufficient to meet the needs of the development.
- 1.25 However, the secondary school at Alconbury Weald has been planned to meet the need of the Alconbury Weald development only. The likely secondary aged child yield for the Local Plan allocation as a whole (HU1 LP2036) will be 1.8 – 2.5 FE. Pupil forecasts suggest that the number of children in St Peters catchment is increasing and some expansion will be required in order to mitigate this development. Therefore contributions towards the cost of expansion of the local secondary school will be required, this will be secured as part of the Section 106 agreement.

Special Schools/specialist provision

- 1.26 Special education provision for children with SEN is delivered through county special schools. There will be a requirement for a contribution towards cost of developing additional special school provision, this will be secured as part of the Section 106 agreement.
- 1.27 The demand for special school provision is increasing with the rise in numbers of children with severe and complex disabilities. In Cambridgeshire, new developments are seeing 4.4% of the total child population attending special schools. This is significantly above other communities in Cambridgeshire where the percentage is under 1% of the total child population.
- 1.28 In modelling the demand for special school places arising from this development there are a number of assumptions which need to be made. These are:
- 0.9% of 2-19 year olds will require a special school place. (The Council's statutory duty extends from 2-23 years of age. Applying the multiplier to the pupil forecasts is appropriate as although 19-23 year olds will not be included, this is offset by the fact that fewer 2-5 year olds are likely to require a special school place).
 - In lieu of a detailed housing mix pupil forecasts will be based on the Council's standard multipliers that apply to pre-school, primary and secondary aged pupils.
- 1.29 The table below sets out the forecast demand for special school places based on these key assumptions for this site:

Table 1 – Demand for Special School places forecast from development at Ermine Street

	Number of dwellings	Number of 2-19 year olds	Number of Special School places required
Ermine Street	1000	850	9

- 1.30 This means that with the Ermine Street site there will be an increased demand for special school places or for specialist provision at mainstream schools. The existing special schools in St Neots and Huntingdon are already operating at capacity. Consequently a contribution will be required towards providing places at the Alconbury Weald special school.

Recommendations

- 1.31 The location of the proposed primary school in the Northern part of the site south of Ermine Street is considered to be acceptable for accessibility from both the northern Ermine Street and southern Ermine Street Developments.
- 1.32 The key concern in its location relates to noise from Ermine Street. It is recommended that the location of the primary school in the northern part of the site could be re-positioned slightly, moving it a short distance away from Ermine Street to reduce noise pollution. Additional information should also 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).
- 1.33 Suitable crossing points will be required to ensure that parents and children can travel safely to school
- 1.34 S106 contributions will be required for primary, secondary and special school places.

2.0 LIBRARIES AND LIFELONG LEARNING

- 2.1 Cambridgeshire County Council has a mandatory statutory duty under the Public Libraries and Museums Act to provide a comprehensive and efficient library service to everyone living, working or studying in Cambridgeshire.
- 2.2 The importance of libraries to the quality of life, well-being, social, economic and cultural development of communities is recognised both nationally and locally. Therefore, it is important to include access to a range of library facilities to meet the needs of the residents of this new development for information, learning and reading resources in connection with work, personal development, personal interests and leisure.

- 2.3 These services and facilities include:
- Adult and children's books
 - Information books and leaflets
 - Local studies and tourist information
- 2.4 These services in libraries, including mobile libraries, are supplemented by online access to books and high quality information resources available to library members from their home, workplace or school/college.
- 2.5 The facilities and services provided by libraries play a vital role in the following areas:
- Developing children's reading skills and enjoyment of reading and providing the resources for improving them throughout their pre-school and school years;
 - Encouraging and supporting the development of adult and children's literacy through the delivery of the Reading Agency's Universal Reading Offer;
 - Supporting the economic development of the local area by providing books, information resources and courses for people in work to develop their skills and knowledge, or for people to improve their literacy, numeracy, IT or other basic skills to help them enter or return to the job market;
 - Supporting local tourism, sense of place and population movement by providing information and leaflets about local places and services, and local history and heritage.
- 2.6 In assessing the contribution to be sought from developers towards library provision, a consistent methodology is applied in Cambridgeshire, based on the following two principles.
- 2.7 Firstly, the **requirement** for a contribution is determined according to:
- 1) The County Council's Service Levels Policy for the provision of a range of levels of library service to ensure that communities of similar sizes across the County receive equivalent access. Since this policy is used on an ongoing basis to determine the level of stock and resources available in line with the existing population it follows, therefore, that a significant increase in population will require a corresponding increase in the level of resources made available.
 - 2) An assessment of how the additional demand can be addressed, taking into account:
 - The size and position of the planned development;
 - The distance to / catchment area of any existing static library provision or the location of any existing mobile library stop(s);
 - The physical capacity of the existing library provision in the area to deliver a service to additional users.
- 2.8 Secondly, where appropriate the **level** of developer contributions for new library service provision will be based on national guidance which sets out the costs per head of population increase to cover building, fitting out, stocking and equipping libraries. The guidance is contained in 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. This standard charge approach has formed the basis of the agreements already in place for the major new developments in Cambridgeshire. The standard charges are based on the Royal Institution of Chartered Surveyors (RICS) Building Cost Index and the National Statistical Office Retail Price Index for books and periodicals and will be adjusted in line with those indices over time.

- 2.9 Based on these principles, the actual level of the contribution sought for each development will depend on its size and location in relation to the size / physical capacity of existing library accommodation. However, in all cases it will include a one-off contribution to book and library stock and the shelving, equipment and infrastructure to accommodate and support those additional resources.
- 2.10 In order to assess whether the contribution is ***necessary to make the development acceptable in planning terms*** the County Council calculates the number of new residents arising from the new development and assesses this against the current capacity in the area.
- 2.11 The development is within the catchment for Huntingdon Library. Huntingdon Library is a Tier 2 Hub library.
- 2.12 The Huntingdonshire Developer Contribution SPD sets out the average household size multiplier of 2.25 people per dwelling. This equates to 2,250 new residents arising from the development.
- 2.13 This would require the provision of enhanced static library provision (resources and fit out) with no physical changes to existing building: £42.12 per head of population increase.
- 2.14 Therefore a total contribution of £94,770 (£42.12 x 2250) is required to mitigate the impact of the development.
- 2.15 Table 2 shows the breakdown costs for the project to Huntingdon Library of which the Ermine Street development will make a proportionate contribution.

Table 2: Huntingdon Library breakdown costs

Item	Method	Funding requirement	Explanatory note
Extension of library opening hours	Provision of Open Access technology	£30,000 capital investment	Staffed hours would remain at 42 hours per week with potential additional opening hours through an Open Access system subject to public consultation.
Increase amount of book stock and installation moveable shelving	5,028 additional stock items 117 linear metres of library shelving	£50,280 for stock items £8,762 for additional library shelving	Currently the library provides 1.4 stock items per head of population for the ward. An increase of population of 3591 would require an additional 5,028 stock items with an average cost per item of £10 in 2018. 1 linear metre of shelving for 30 items. 30% of stock on loan at any one time. So shelving required for 3,520 books or 117 linear metres of shelving. 5 linear metres unit shelf @£373.50
Improve access to electronic resources with additional PCs and associated seating	8 computers Associated seating	£4,000 @ IRO £500 each 8 IT desks £2,000 @ £250 each 8 Operator chairs £496 @ £62 each	Currently there are 21 computers. With Open Access increasing the hours the library is open by 40% it would be useful to increase the computer offer by 40% also or with another 8 computers
Makerspace Cart x 2		£10,000 @ £5,000 each	Requested in local plan
Meeting Pod for 2-3 people		£7,619.34 for pod excluding installation Desk £170 3 Chairs £180 @ £60 each	To expand meeting space provision
Total		£113,507.34	

3.0 STRENGTHENING COMMUNITIES SERVICE, PEOPLE AND COMMUNITES

- 3.1 Consideration must be given to the principles and approach developed through the NHS Healthy New Towns initiative that place the health and wellbeing of a developments residents at the heart of its planning.
- 3.2 Placemaking through design and community based support will be critical in ensuring the positive outcomes of this developments residents and avoid the negative trends often seen in new development of this scale.
- 3.3 Consideration should be given to supporting the community to form providing early intervention and support to create a culture of wellbeing within the community. Some of this will be about creating formal and informal places for residents to connect with. This could be via community buildings which are multi-use and flexible providing a neutral focal point for the community through to specialist community development and support workers who can provide a catalyst for the residents to make the community their own in a very positive way.
- 3.4 Green and blue spaces along with innovative sports provision can and should be designed to encourage resident to engage, for example small pockets of space should be allocated to interaction and not limited to children's play e.g. picnic areas, outdoor lounges etc. more information on these principles can be found in the following links [Supporting new communities strategy](#) [JSNA New Developments](#) [Healthy New Towns](#).

The table below provides a breakdown of the proposed mitigation projects and anticipated level of contribution that will be sought.

Cost Summary	Contribution
Total kickstart funding	£10,456
MH training/staff (level 3) (3 yrs)	£0
MH training (level 2)	£6,800
MH Counselling Services CYP	£1,600
Locality staff (2 yrs)	£75,000
Children centre staff (2 yrs)	£27,621
Children centre equipment/activities	£12,500
IDVA (2yrs) (if level 3)	£0.00
DA Kick Start funding (If Level 2)	£1,800.00
Social care unit (2 yrs) if Level 3 (100%)	£0
Social care unit (2 yrs) if Level 2 (50%)	£0
Specialist Community Development Worker (2 yrs) if level 2 or 3	£25,000
Multiagency co-ordination if level 2/3	£23,750
Community Development Activities if level 1	£0

Cost Summary	Contribution
School nursing	£0
Health visiting	£6,875
Health new towns initiative legacy (project workers)	£12,500
Health new towns initiative legacy (kickstart funding)	£5,600
Total	£209,502

2.0 HEALTH

- 4.1 The application has been compared to the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire².
- 4.2 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.
- 4.3 The application, in particular the Environmental Statement (ES), has therefore been reviewed against these themes to ensure the application and assessments submitted in support of the application has identified relevant impacts on health and contains specific mitigation measures to address the impact the development can have on human health.

Generic evidence supporting the built environment's impact on health.

Specific comments on the Environmental Statement are as follows.

- 4.4 Overall the ES has not adequately considered the impacts of the development on "population and human health". In May 2017 changes in the UK implemented the 2014 amendments to the European Union Directive on EIA. The amendments clarify that 'population and human health' factors should be on the list of environmental topics considered by EIA.
- 4.5 This has been acknowledged within **Table 1.1 - Location of Required Information within the ES** "A description of the factors specified in regulation 4(2) likely to be significantly

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

affected by the development: population, human health, biodiversity, land, soil, water, air, climate, material assets, cultural heritage, including architectural and archaeological aspects, and landscape should be included within Technical Chapters 6 – 16 of the ES". Furthermore section 5.1.3 of the ES states that "The EIA has been undertaken in accordance with EIA Regulations 2017 and the National Planning Practice Guidance. It was agreed with HDC that we would incorporate all 'new' topics (**human health**, climate change and biodiversity) within existing chapters. This has not been achieved in that the effects on population and human health have not been carried out for the following sections of the ES:

- Traffic and transport
- Landscape and visual
- Cultural heritage and archaeology
- Ecology
- Water resources, flood risk and drainage

- 4.6 The application has given weight to the emerging Huntingdonshire District Council Local Plan, but has failed to submit a Health Impact Assessment (HIA) which is a requirement in the Emerging Local Plan, whilst this is not a requirement at present in the current local plan, it is disappointing that an HIA was not included as part of the application particularly as the ES has failed to address impacts on population and human health.
- 4.7 There are concerns that the housing size multiplier used is too low, the ES states in section 15.7.26 that *"The Proposed Development will comprise up to 1,000 residential units. It is assumed that the average household size will be 2.25"*. Experience from other new developments in Cambridgeshire (given in the New Housing Development and the Built Environment JSNA) give a range of household sizes. Average household size in the new developments tend to be larger than the standard multiplier used of 2.5, with Cambourne, Cromwell Park and Orchard Park seeing average household sizes of 2.8. This has implications for not only the service delivery in new developments (i.e. coping with an increase in population compared to predicted populations) but also for design on these development sites in the longer term (e.g. households with a household size of 2.8 is likely to need more space and more car parking facilities).

Green space and Sport

- 4.8 There are concerns that the formal sports provision is not due to be available until phase 4 of the development, which could be 5 years since first occupation. There needs to be a commitment to provide "facilities for sport and recreational use, including open space, early on in the development and at key stages as the population of the development grows.
- 4.9 The availability and accessibility of parks, recreation and sports facilities strongly influence physical activity levels, and areas of socioeconomic disadvantage often suffer due to the poor quality or unequal distribution of such resources. Having access to local services and resources (shops, sports centre, and financial services) is associated with positive health outcomes (The location and accessibility of some local services may influence the 'obesogenic' environment in terms of encouraging or discouraging physical activity and providing for a healthy diet). In addition there is no assessment on the distance to open/green space the ANGSt standard could be used.

Connectivity and land use mix

- 4.10 The access and movement strategy fails to adequately address the need for dedicated, separated off-road, leisure and utility routes for non-motorised users. The current application uses the term “Foot/Cycleways” this term is vague and not specific enough to cater for the different needs of users and does not give a clear picture of the provision that will be made for both walking and cycling both for leisure and commuting uses.
- 4.11 Active transport has an important role to play in improving health and wellbeing. There is a wealth of evidence showing that walking and cycling are effective ways of integrating, and increasing, levels of physical activity into everyday life for the majority of the population, at little personal or environmental cost.
- 4.12 In the Commuting and Health in a Cambridge Study carried out by CEDAR, it was found that people who reported it was pleasant to walk and convenient to cycle were more likely to report walking and cycling respectively . Importantly, it was also found that those who perceived there were more convenient cycle paths and public transport were more likely to take up alternatives to the car and those who thought the opposite reported an increase in the number of car commuting trips.
- 4.13 The NICE physical activity and environment guidance conclude that people are more likely to walk or cycle if there is an attractive streetscape with well-maintained and unobstructed pavements. Well-lit and pedestrian-friendly footpaths; and street patterns that provide opportunities for informal contact among residents are identified as having a positive impact on health, wellbeing, physical activity and walkability.

House design and space

- 4.14 The application does not contain an adequate commitment to the address the housing needs of different sectors of the community, in particular a commitment should be made to provide quality housing of a mix of types and tenures and helps meet peoples’ changing needs over a lifetime e.g. a commitment to building a proportion of homes to Approved Document M – Access to and use of buildings of the building regulations.

Community design (to prevent injuries, crime, and to accommodate people with disabilities).

- 4.15 The commitment to use the “Secure by Design” principles is welcomed.

Developing sustainable communities.

- 4.16 The application has not addressed the need to reduce social isolation including supporting access to community facilities and community groups from the first stage of occupation, this has been identified as an issue in new communities across Cambridgeshire in the “New Housing Developments and the Built Environment Joint Strategic Needs Assessment”

Communities that support healthy ageing.

- 4.17 The application has not addressed the needs of older people, particularly in relation to the built environment.

Access to unhealthy/“Fast Food”.

- 4.18 There are concerns over the location of the retail offer near the primary school, there should be consideration given to prevent fast food uses (A5) locating near schools

Healthcare

- 4.19 There are concerns that the information provided in the ES on “healthcare capacity” is taken from the Infrastructure Delivery Plan and not from consulting the Cambridgeshire and Peterborough Clinical Commissioning Group. The methodology used to identify capacity is too simplistic using the ratio of one GP per 1800 patients. The applicant should confirm that the capacity referred to in the application has been confirmed by the CCG, and that this capacity takes into account the new care models, the GP 5 year forward view, and the GP at Scale policies.

5.0 Minerals and Waste

- 5.1 The County Council is satisfied with the Waste Management Strategy prepared by WSP which meets the requirements of Policy CS28 of the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011).

APPENDIX 2: TRANSPORT ASSESMENT COMMENTS

Background

The document reviewed is a Transport Assessment prepared by Tpa (Transport Planning Associates) in support of a development of circa 1000 dwellings, a new primary school, local centre and other road side uses (such as a hotel) off Ermine Street, Great Stukeley, Huntingdon.

CCC have previously made extensive pre-application comments in respect of a scoping note for the proposed Transport Assessment.

Comments

Para 3.52 – This assertion would need to be backed up by evidence if it is to be accepted as a reason for increasing bus modal share.

Para 3.57 – The propensity for people to travel by foot and cycle would largely be dependent on the nature of the pedestrian and cycle facilities provided across the A141, which acts as a significant barrier to walking and cycling.

Para 3.63 and Table 3.6 – The speeds along Ermine Street must be taken into consideration when proposing at-grade pedestrian and cycle facilities. This type of crossing on a high speed road will not be conducive to encouraging walking and cycling, especially for vulnerable road users such as children.

Para 3.80 – If the original speed surveys were undertaken at the same time as the roadworks, then these should have also been re-surveyed, as the results could have been impacted by the roadworks.

Para 3.94 – The junction assessment results were not reviewed as part of the pre-application process as this was a scoping exercise and not a Transport Assessment review exercise. In addition the queue length surveys had not been submitted therefore the validity of the base modelling could not have been confirmed. The future year modelling could therefore not have been accepted at that time.

Para 3.102 – Junction 4 is one which has been identified as being a critical junction in the highway network. Evidence would need to be presented that the A14 junction would indeed improve this junction's performance such that no mitigation were required to accommodate this development.

Para 3.107 – As can be seen in the attached modelling review, some of the junctions have not been modelled to replicate the existing situation on site. This is particularly true where there is unequal lane usage on the approaches.

Para 4.9 – It is unclear how the trigger point of 380 dwellings has been calculated. Evidence/justification must be submitted in support of this trigger.

Para 4.13 – The provision of pedestrian/cycle facilities on the A141 is welcomed. However any crossing point must be subject to the full Stage 1 Road safety Audit process prior to the determination of the planning application. Consideration must also be given to current design standards in respect of the proximity of the crossing to the roundabout.

Para 4.15 – Again the proposed pedestrian/cycle crossings on Ermine Street are welcomed. However previous comments relating to vehicle speeds must be taken into consideration. Any crossing point must again be subject to the full Stage 1 Road safety Audit process prior to the determination of the planning application.

Paras 4.17 to 4.24 – It is unclear as to whether the applicant has engaged with Stakeholders in respect of the provision of a new bus service. There must be certainty over the long term viability of the service before a contribution could be accepted.

Para 4.30 and Table 4.1 – It is assumed that the proposed build out rates are based on predicted growth, although clarification will be required in respect of this.

Para 5.33 and Table 5.7 – The information from the previous tables appears to have been incorrectly entered into this table. The information under the Primary School heading appears to be the Secondary School data and the information under the Secondary School heading appears to be the 2011 journey to work Census data.

This will impact on the tables further within the chapter that build on this dataset. This will also affect the flow diagrams and data used for the modelling.

Para 5.60 and Table 5.21 – Whilst it is accepted that the Primary school trips within the site may be based upon the existing data from Huntingdon Primary School, the trip mode shares from St Johns may well differ given the need to cross Ermine Street to access the site. The masterplan appear to indicate that safe crossing points are not on the walk/cycle desire line.

Para 5.63 – The assumptions made for the proportion of children from the Ermine Street and St John's development are acceptable. However. It is not clear as to whether the number of school places is such that children from further afield may attend the school as well. This must be clarified as this will have impact on the trip distribution.

Para 6.5 – In order to check the distributions, CCC will require the spreadsheets calculations used for Appendix P and a plan showing the proposed traffic routing.

Para 6.13 and Table 6.1 – Again, the spreadsheet model and also route plans should be included in order that the distribution may be validated.

Para 6.22 – As previously stated the provision of a bus service would be subject to bus operator's agreement, evidence of which would be required.

Para 6.25 – The current controlled crossing point linking to the St John's development lies away from the desire line meaning that pupils travelling to the new primary school are likely to use the uncontrolled crossings. The controlled crossing should therefore be moved so that it is nearer to the desire line meaning it is more likely to be used.

Para 7.15 – This may be acceptable subject to the validation of the distribution proposed in Table 6.1.

Para 7.20 to 7.23 – The effect of the A14 re-routing should be based upon the modelling produced for the A14 scheme and not a simply discounting of flows. The information from the A14 report has

been used to inform the Alconbury Weald Transport work and thus the same information should be used for this site.

Para 8.4 – As previously stated the changes in the A14 flows should be derived from the scheme modelling outputs.

Para 8.8 to 8.9 – The forecast flows require adjusting to take into consideration comments made in respect of para 5.33 and Table 5.7.

Chapter 9 – The following is a review of the modelling submitted in Technical note 3 (Appendix F). This review concerns the modelling geometry only.

Junction 1 – Ermine Street/A141//A141/Stukeley Road roundabout

The queue length surveys appear to show unequal lane usage on the A141 (E) and Stukeley Road approaches. However the modelling has not been run with lane simulation. In addition the peak hour profile has only been run for one hour which assumes 0 queues at the start and finish of the time period. This would not be the case for this junction as shown by the queue length surveys.

Junction 2 – A14/A141 – grade separated junction

The queue length surveys appear to show unequal lane usage on the A141 (N) approach. However the modelling has not been run with lane simulation. In addition the peak hour profile has only been run for one hour which assumes 0 queues at the start and finish of the time period. This would not be the case for this junction as shown by the queue length surveys.

Junction 4 – Stukeley Road/St Peter's Road/Ermine Street signals

Currently under review by CCC signals team.

Junction 5 Ermine Street/Eddison Bell Way signals

Currently under review by CCC signals team.

Junction 6 – Ermine Street/Cromwell Walk/St John Street signals

Currently under review by CCC signals team.

Junction 8 – A141/Abbots Ripton Road/Huntingdon Road roundabout

Measurement of the entry angle on the A141 (east) is incorrect and too large.

Junction 13 – Edison Bell Way/Brampton Road/Station Access signals

Currently under review by CCC signals team.

Junction 14 – St Johns Street/George Street/Walden Road

The Walden Street approach to the junction (left turn) does not adequately replicate the observed queues.

Currently under review by CCC signals team.

Junction 15 – Castle Moat Road/The Avenue signals

Currently under review by CCC signals team.

Junction 16 – Nursery Road/Hartford Road/Riverside Road

Currently under review by CCC signals team.

Junction 17 A141/A1123/B1514 roundabout

The queue length surveys appear to show unequal lane usage on the A1123 approach. However the modelling has not been run with lane simulation. In addition the peak hour profile has only been run for one hour which assumes 0 queues at the start and finish of the time period. This would not be the case for this junction as shown by the queue length surveys.

General

Given the above comments in respect of the flows and the modelling any conclusions in respect of the junctions that require mitigation could not be accepted at this time.

Para. 10.3 to 10.4 – The proposed accesses and other mitigation measures associated with the traffic impact cannot be fully accepted at present due to previous comments in respect of the modelling and traffic flows. In respect of the walk/cycle measures these are more likely to be acceptable although comments above in respect of the crossings on Ermine Street should be taken into consideration.

Again in respect of the diversion of buses into the site, CCC will require more certainty that such services can be delivered in practice.

Para 10.6 – Again the proposed junction mitigation measures cannot be accepted at the moment given previous comments in respect of the flows and the modelling. It is likely that further junctions will require mitigation.

Once the flows and modelling have been revised, a suitable package of traffic, walking and cycling mitigation measures can be agreed. All mitigation measures will need to be subject to the appropriate Safety Audit process and preliminary design checks prior to their approval for the purposes of planning.

Chapter 11 Summary and Conclusions

Given the above comments, the summary and conclusions could not be accepted at this time.

Conclusion

The Transport Assessment as submitted could not be accepted at this time. A revised Transport Assessment/Addendum should be submitted, taking into consideration the above comments prior to determination of the planning application.

APPENDIX 3: ARCHAEOLOGY COMMENTS

The site is located in a landscape of high archaeological potential. Evaluation undertaken in 2004 (Historic Environment Record Number ECB1883) identified significant archaeological remains of Bronze Age, Iron Age and Roman date. The Environmental Statement submitted in support of the application identifies these heritage assets and proposed a programme of excavation to mitigate the impact of development. We confirm our support to this approach and recommend that the programme of work is secured by the following conditions of planning permission.

1. No development shall commence until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation that has been submitted by the applicant and approved in writing by the Local Planning Authority the pre-commencement aspects of archaeological work should include:

- (a) Submission of a Written Scheme of Investigation that sets out the methods and timetable for the investigation of archaeological remains in the development area, presents an appropriate outreach element, describes post-fieldwork analysis stages, defines relevant technical and publication reports and indicates archive preparation methods for deposition in an approved archaeological archive storage facility;
- (b) Completion of fieldwork and recording in accordance with the approved Written Scheme of Investigation.

2. The post-fieldwork sections of the archaeology programme shall be fully implemented in accordance with the timetable and provisions of the approved Written Scheme of Investigation:

(a) Completion of a Post-Excavation Assessment report and an Updated Project Design for the analytical work to be submitted for approval within six months of the completion of fieldwork, unless otherwise agreed in advance with the Local Planning Authority;

(b) Completion of the approved programme of analysis and production of an archive report; submission of a publication synopsis and preparation of a publication report to be completed within two years of the completion of fieldwork, unless otherwise agreed in advance with the Local Planning Authority;

(c) Preparation of the archaeological archive for display (as appropriate) and deposition at the Cambridgeshire Archaeological Archive Facility or another appropriate store approved by the Local Planning Authority;

Reason: To secure satisfactory mitigation measures and conserve the interest of the historic environment in compliance with NPPF paragraph 141 and policy LP36 of the Proposed Submission Local Plan.

APPENDIX 4: LEAD LOCAL FLOOD AUTHORITY COMMENTS

We have reviewed the following documents:

- Flood Risk Assessment prepared by WSP (ref:70023625-FRA-001, Rev 2) dated August 2018.

At present we **object** to the grant of planning permission for the following reason:

1. There are inconsistencies between attenuation calculations and discharge rates. The 'developable area' has been used to ascertain a maximum discharge rate; however the attenuation volumes have only been based on the impermeable area rather than the developable area. This needs to be amended as it may result in the attenuation being undersized.
2. The current proposal is to split the site into three catchments, using only one management/treatment stage in each (the attenuation basin in each catchment that captures surface water). A well designed drainage scheme will involve a number of SUDs features in sequence, forming a surface water management train. A management train will incrementally improve the quantity and quality of surface water run-off potentially reducing the need for single, large attenuation features that may be harder to maintain due to size and build-up of sediment. Whilst the FRA makes reference to considering the use of permeable paving and bio retention areas as the design progresses, we believe a stronger commitment to implementing a full SuDS scheme should be made at this stage.

Informatives

The proposal includes for the diversion of an existing ordinary watercourse which crosses the site. 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/flood-and-water/watercourse-management/>

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

APPENDIX 5: PUBLIC RIGHTS OF WAY COMMENTS

The development of the land north-west of Spittals Way and Ermine Street provides an opportunity to connect and enhance the existing rights of way network. We welcome the outline proposals to create additional footpaths. We would like to see good pedestrian, equestrian and cycle links as part of the development, as they are in accordance with the requirements of the County Council's adopted Rights of Way Improvement Plan to create links with new and existing communities and the existing Rights of Way network. Providing improved non-motorised user (NMU) infrastructure also encourages healthy lifestyles, in line with national and local policies on health and well-being, including those of the Cambridgeshire Health and Wellbeing Board. We are however concerned that no indication has been made that off-road, leisure and utility routes will be designed and made available to all Non-Motorised Users (NMUs), including equestrian users. We therefore object to the outline planning application as it currently stands.

We would emphasise the importance of ensuring that good soft-user infrastructure is in place before first occupation and community facilities. Experience from other major developments where occupation of dwellings took place 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 was supported by a report entitled 'Lessons From Cambourne' in 2007 that 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."

We want to see this site reflect the lessons from Cambourne and ensure good NMU links are provided to surrounding settlements, and that these links are delivered well in advance of any occupation.

Unfortunately, it does not appear that the Design and Access Statement has adequately evaluated the needs of all NMU users, including equestrians. No reference on the Design Code Regulation Plan Framework is made to off-highway routes being made available to all users. There are only references to 'Footpaths' and 'Foot/Cycleways' links across the site. It therefore does not appear that this submission has met several local policies with regard to NMU provision. This includes section 3.38 referenced from the Huntingdonshire Design Guide 2017 which states 'new developments should be linked to surrounding areas using green corridors to assist wildlife movement as well as by a network of paths and bridleways.'

General principles

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 prioritise specific issues to be addressed and potential solutions and improvements which could be made.

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.'

The ROWIP would therefore strongly support the delivery of an upgraded Public Right of Way network across the Ermine Street development. The provision of bridleways instead of footpaths, 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 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-andwellbeing-strategy/>

Specific Comments on the application

The application does not provide a justification why Public Footpath No. 42 Huntingdon should be diverted or evidence why the existing line of the footpath cannot be retained. Further evidence needs to be provided which demonstrates why the development layout cannot accommodate the existing alignment of the Public Footpath. The granting of planning application does not necessarily mean that a diversion will be approved as it must meet its own legal tests and be acceptable to both the Local Planning Authority and the County Council as the Local Highway Authority.

The Definitive Map team at Cambridgeshire County Council requests that a Public Right of Way (PROW) Strategy is provided at the outset of the development to ensure that both the Local Planning Authority and the County Council are content with the Public Rights of Way provision within the development.

The PROW Strategy should detail general standards for PROWs provided within the site including surfacing, widths, boundary treatments, signage, gradients and drainage. The PROW Strategy should be provided in consultation with the County Council, Local Planning

Authority and local statutory user groups including the Ramblers Association and British Horse Society. Where possible, the strategy should accord with the Cambourne Highway Design Guide which provides a successful design principle for new public bridleways provision (document attached).

As a result of this development, it is envisaged that the local Public Rights of Way network will become more heavily used. The PROW network will provide convenient and attractive off-carriageway links to Brampton, Huntingdon Race Course, Hinchingsbrooke Country Park and the surrounding rural countryside. Whilst increased use of the countryside access network is encouraged and offers a positive benefit to the developer in promoting the site and future residents, it will result in an acceleration of damage to the network which will need to be mitigated

by the development. This should be achieved by an appropriate Section 106 contribution which will allow the County Council to undertake minor improvements to the surrounding PROW to ensure year-round accessibility to the PROW network and the wider countryside.

The Definitive Map team would like to see the development provide a perimeter public bridleway instead of the 'potential footpath' as indicated on the masterplan. NMU provision within the site should accommodate the widest range of use, including cyclists and equestrian users in both their design and legal designation. This should also be detailed through the PROW Strategy. The County Council would therefore expect that where PROW are proposed within the development, where appropriate, they will be provided to a bridleway standard. The County Council can, in agreement with the landowner, dedicate the necessary rights to allow cycle and equestrian use on these routes. The County Council would also strongly advocate the linking up of the perimeter bridleway to Public Bridleway No. 26 The Stukeleys which is immediately to the west of the site. This would provide an excellent link to Great Stukeley in the north and Huntingdon Racecourse to the south west.

Finally Public Footpath No. 46 Huntingdon is not shown on the development plans or referred to within the associated documents. It may be that this public footpath requires removing from the Definitive Map due to an anomaly that occurred during the Alconbury Spur A14 construction. Until such time however that a legal order is made to remove the route from the Definitive Map and Statement the public footpath should be shown on the relevant documents and plans to ensure clarity and accuracy of the application. For the reasons outlined above the Definitive Map team at the County Council are objecting to the application until a PROW strategy is provided to the satisfaction of the Local Planning Authority and the County Council.

For the reasons outlined above the Definitive Map team at the County Council are objecting to the application until a PROW strategy is provided to the satisfaction of the Local Planning Authority and the County Council.

**KENNETT GARDEN VILLAGE EXTENSION – OUTLINE PLANNING APPLICATION
CONSULTATION RESPONSE**

To: **Economy and Environment Committee**

Meeting Date: **14 March 2019**

From: **Graham Hughes, Executive Director - Place and Economy**

Electoral division(s): **Burwell**

Forward Plan ref: **N/a** *Key decision:* **No**

Purpose: **To consider the Council's response to an outline planning application for up to 500 new dwellings at Kennett.**

Recommendation: **Committee is asked to consider and endorse the response previously submitted to the Local Planning Authority.**

<i>Officer contact:</i>		<i>Member contacts:</i>	
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1.0 BACKGROUND

1.1 Proposals for an extension to Kennett village (current population around 340) to construct up to 500 new homes have been submitted to East Cambridgeshire District Council (ECDC) as an outline planning application (OPA). The site, to the west of Station Road, Kennett, is identified in the emerging Local Plan as Policy Ken.M1 and the OPA proposes :-

- 30% affordable housing (with priority to those with a local connection);
- a new primary school;
- new village centre including provision for shops, café and healthcare;
- green space;
- employment space;
- improved car parking for the adjacent railway station; and
- highway and transport improvements.

1.2 Pre-application discussions have been held with County Council officers, as well as public consultation events, to ascertain the requirements for the development. The OPA is planned to go before the Cambridgeshire Quality Panel in early September 2018.

Diagram 1: Location plan for proposed development

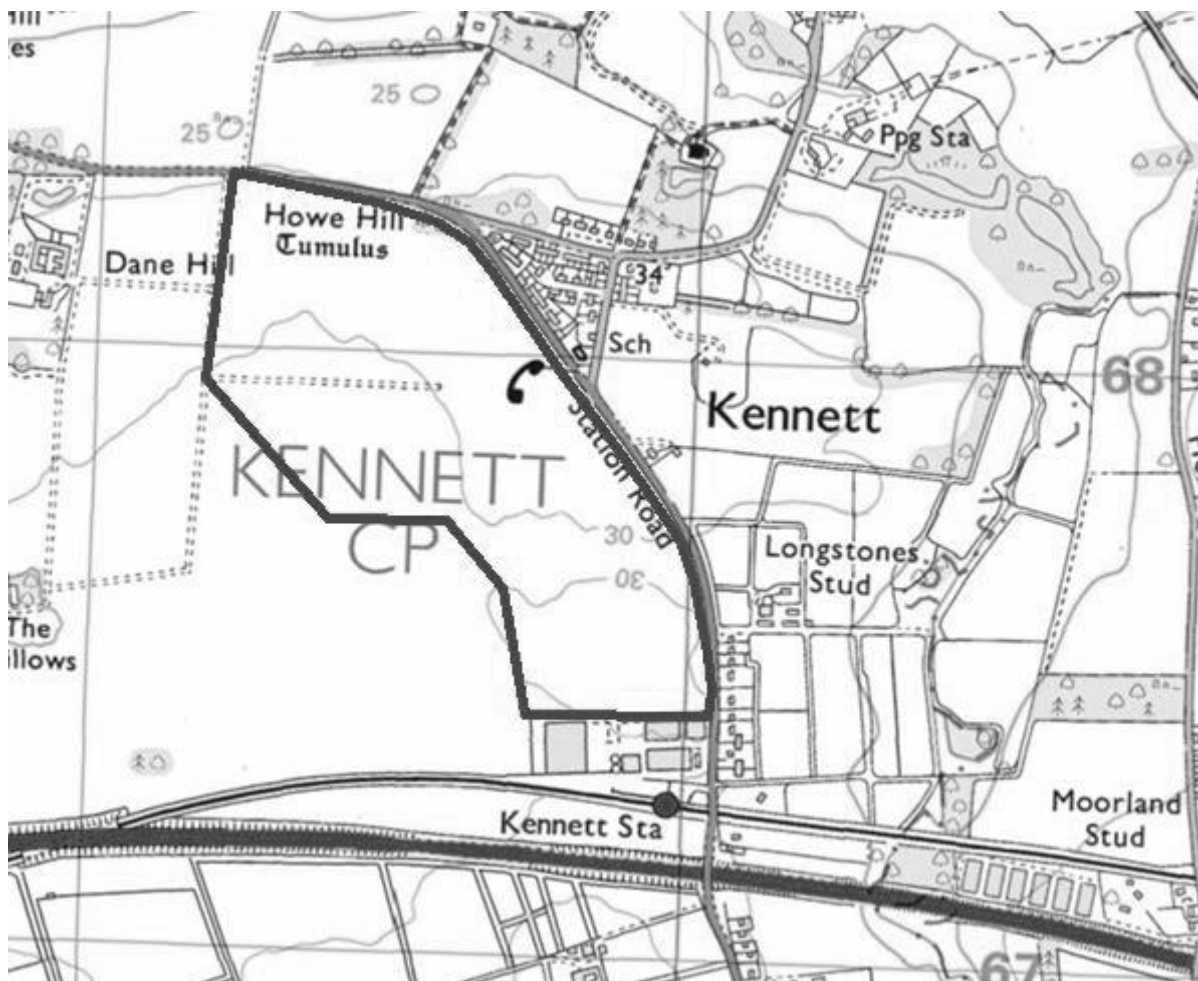




Diagram 2: Masterplan drawing of proposed development

- 1.3 The 40 hectare site is currently in agricultural use and is being promoted by Palace Green Homes (the trading name for East Cambs Trading Company) in partnership with Kennett Community Land Trust and the Tilbrook family. The site lies wholly within the administrative area of East Cambridgeshire, although the County border with Suffolk is approximately 1km away to the south and east of the site. In this regard, County officers have liaised with Suffolk County Council officers on strategic matters, such as education infrastructure, to ensure a joined up approach to mitigation. Newmarket is approximately 4km (2.5 miles) south-west of the site, Bury St Edmunds is approximately 20km (13 miles) due east of the site and Cambridge 32km (20 miles) away to the west.
- 1.4 The development, if approved, will contribute significantly to the growth agenda for East Cambridgeshire but must be subject to agreeing the below comments; securing planning obligations through a section 106 agreement/CIL, planning conditions and/or any other legal agreement necessary to make the development acceptable in planning terms.

2.0 MAIN ISSUES

- 2.1 Prior to submission of the planning application, pre-application discussions were held with Council officers to determine the main issues for the development site, which included traffic movements through the site and education provisions – particularly the relationship

with, and impacts on Suffolk infrastructure due to the close proximity to the county boundary.

- 2.2 There has been extensive public consultation by the applicant to ensure there has been an opportunity for everyone to express their views.
- 2.3 It has been provisionally agreed that the existing primary school in Kennett will relocate to the heart of the new development site, subject to planning permission, with good links to the existing settlement. This will provide for the new children from the development as well as those from existing Kennett homes. The primary school site is large enough to allow for expansion, should there be a need to do so in future years. Officers have liaised with Suffolk County Council officers to ensure any impacts on Suffolk education infrastructure can be planned, with many children currently accommodated at Kennett primary school from Suffolk catchments.
- 2.4 The development is not proposing any bus service improvements and is therefore heavily dependent on the private motor vehicle. This is contrary to Government, East Cambs and CCC policies regarding sustainability. This remains a holding objection and is detailed in Appendix 2.
- 2.5 A holding objection is also raised against potential flood impacts, but is subject to removal once further evidence is reviewed and deemed acceptable.
- 2.6 Appendix 1 contains the officer response made to the outline planning application which has already been submitted in order to meet the local planning authority deadline. Appendix 2 contains the detailed transport response made, which sets out a holding objection due to the absence of any bus proposals for the site. The developer has been asked to provide bus solutions to ensure that the proposals are sustainable and compliant with national planning policy. Any comments Members have will be passed to the local authority for their consideration.
- 2.7 Officers will work with the applicant and local authority to progress the Heads of Terms for a S106 Agreement and agree suitable planning conditions. This will secure the necessary infrastructure to make this development acceptable in planning terms. There have been no viability discussions raised to date.
- 2.8 Table 1 below sets out the main S106 contributions sought by the Council and officers will present a further report to Committee to agree the final S106 requirements. It is advised that the secondary school mitigation will need to be secured as part of the s106 agreement and not CIL as identified in the officer response

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

Contribution Infrastructure	Development Contribution Amount (apportioned where appropriate with Indexation Date)).	Project details and delivery
Primary School (with early years	To be confirmed	1 FE Primary School with Early Years provision on a 2.3 hectare site at total project

Contribution Infrastructure	Development Contribution Amount (apportioned where appropriate with Indexation Date)).	Project details and delivery
provision)		cost of circa £6,135,000(3Q20)
Secondary school	To be confirmed	Off-site provision
Library	To be confirmed	Mobile stop and provision towards SPINE
Public Health	To be confirmed	
Transport	To be confirmed	To be agreed

2.9 CCC Highways have been and are continuing to work with the applicant to overcome highway safety and design issues.

3.0 ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The development will provide employment opportunities during the construction phases and subsequent delivery of the schools and local centre as well as 10,000m² of employment space to develop the local economy for residents

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 developers and Cambridge City 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?	N/A 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: Andy Preston
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

Source Documents	Location
<u>Outline Planning Application (18/00752/ESO)</u>	Click on link in source documents. Room 304, Shire Hall, Cambridge

APPENDIX 1: OFFICER RESPONSE TO OUTLINE PLANNING APPLICATION FOR KENNETT VILLAGE EXTENSION

Cambridgeshire County Council Officer Comments on Kennett Garden Village 18/00752/ESO

Set out below are comments from Council officers in relation to a planning application consultation for a proposed sustainable 'Garden Village' extension to Kennett, comprising of a residential-led development of up to 500 new dwellings with associated employment and community uses (including care home and/or sheltered housing) and a new primary school with a pre-school (nursery) facilities, supporting infrastructure and open space/landscaping.

These comments have not been endorsed by Members (due to the consultation period being too short to allow for a committee cycle) but will be at a future committee.

BACKGROUND

- i. County Council Officers have undertaken pre-application discussions with the applicant mainly in respect of the transport and education requirements for the proposed development and these have been generally addressed in the submitted outline planning application.
- ii. It is acknowledged that the proposed site is allocated in the emerging local plan for East Cambridgeshire and given the sites close proximity to Suffolk there will be cross boundary impacts that will need to be considered.
- iii. Set out below are the comments from various service areas of the Council but this response may not represent the complete view of Council officers who may make representations under separate cover.

1.0 EDUCATION

- 1.1 The County Council supports the provision of an on-site 1 form of entry primary school (with early years provision) providing 210 places for existing Kennett children, new children from the development and any other out-of-catchment children in accordance with parental preference choices. The size of the proposed primary school site, at 2.3 hectares, is sufficient for this provision and its' shape must accord with the County Council site specification requirements to allow for the school building(s), access and suitable playing field requirements. The site must not be fettered by unreasonable constraints. Based on the masterplan submissions and subject to future dialogue with the applicant to confirm this, then in principle, the location of the primary school at the heart of the development and adjacent to the local centre is acceptable.
- 1.2 The applicant has set out that based on an indicative mix, the above level of provision is sufficient. Whilst there is no certainty that the indicative mix will be the actual mix that is built out, there is a very low risk that the primary school would not be sufficient to accommodate existing pupils and a different mix of housing (giving rise to a higher than expected number of pupils). Based on the County Council's general multipliers (40 primary

school aged children per 100 dwellings) that would give rise to 200 pupils ($500 \times 0.4 = 200$) + existing 25 pupils = 225 pupils. There would be space to expand the school if necessary.

- 1.3 The parameter plans identify the primary school as being no more than 2 storeys in height (up to 12.5m ridge height) which is acceptable to the Council. Surrounding properties will be no higher than this constraint and therefore unlikely to give rise to over-looking/safeguarding concerns. It is expected that the developer will provide and transfer the primary school site to the County Council at nil cost and that a proportionate financial contribution be made by the development towards the construction cost of the primary school (with the remaining cost covered by the County Council).
- 1.4 The applicant is proposing that the primary school will be transferred/delivered in phase 1 of the development and the County Council is in agreement with this to ensure the timely provision of this important community infrastructure.
- 1.5 Any nursery provision, outside of the early year's requirement, is to be provided elsewhere on the development or locally and would be brought forward on a commercial basis.
- 1.6 Mitigation of secondary school impacts would be provided for under the ECDC CIL.

2.0 PUBLIC HEALTH

- 2.1 The application, in particular the Health Impact Assessment (HIA), has been compared to the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire¹.
- 2.2 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
- 2.3 The application has therefore been reviewed against these themes to ensure the application and assessments have identified relevant impacts on health and specific mitigation measures to address the impact the development can have on human health have been included.
- 2.4 Overall, the HIA is a thorough assessment of the potential health impacts from the development at this outline stage of the application. The assessment has adequately

¹ <http://cambridgeshireinsight.org.uk/joint-strategic-needs-assessment/current-jsna-reports/new-housing-developments-and-built-environment>

assessed the potential positive and/or negative health impacts of the development on planned new communities and the adjacent existing communities in the development area. It has highlighted potential differential distribution effects of health impacts among groups within the population but has not sufficiently suggested actions/mitigations to minimise any potential negative health impacts and maximise potential positive health impacts, referencing where possible the most affected vulnerable group(s), this can be addressed through the CEMP and through reserved matters applications.

2.5 For ease of reference the comments below follow the layout forward in the HIA by the applicant i.e.:

- Construction
- Housing
- Active Travel and Connectivity
- Access to Public Services and Infrastructure
- Open and Green Spaces
- Healthy Foods
- Community Safety
- Equality and Social Cohesion
- Employment and Economy
- Climate Change

Construction

2.6 The health impacts associated with the construction phase have been identified, the commitment to address these through suitable mitigation measures within the CEMP is supported and therefore it is recommended that the provision of a CEMP should be required through an appropriate planning condition and that said CEMP should be approved by the relevant local authority (East Cambridgeshire District Council) prior to commencement of works on site.

Housing

2.7 The provision of quality housing of a mix of types and tenures which help meet peoples' changing needs over a lifetime is supported, but at this stage the full health impacts cannot be assessed. There is no commitment to build a proportion of homes to Approved Document M – or an indication of the 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) within the HIA – this may be located with other supporting documents to the application in which case it should have been referenced within the HIA and any health impacts assessed.

2.8 There is no specific statement that all or any dwellings provided will meet minimum acceptable living space standards, suitable for their occupancy – this may be located with other supporting documents to the application in which case it should have been referenced within the HIA and any health impacts assessed.

Active Travel and Connectivity

- 2.9 The HIA has identified the health impacts that could be caused by transport planning and the positive benefits of increasing active travel, The HIA should have assessed the health impacts of the principles of connectivity and permeability.
- 2.10 CCC Highways have been and are continuing to work with the applicant to overcome highway safety and design issues.

Access to Public Services and Infrastructure

- 2.14 Some of the health impacts have been identified such as the effect on local services but they are not explained in any detail. The assessment should have considered which vulnerable groups may be adversely affected by the location of services i.e. there may be a need to locate the “care home” facility closer to facilities. The assessment of health needs is supported and the approach of consulting NHS England and the Local Clinical Commissioning Groups early is welcomed.

Open and Green Spaces

- 2.15 The HIA has identified the health impacts associated with open space. The commitment to the standards of provision is vague, although the ethos behind the garden village concept should ensure adequate provision of quality open and green space. The HIA needs to consider each area of open space in relation to proximity and access to/from residential areas to ascertain the potential health impacts, in particular and difference which may affect vulnerable group.
- 2.16 The development should contain the infrastructure necessary to help support people being active outdoors, this could include drinking fountains, seating, park cafes and outdoor Wi-Fi.
- 2.17 The development should include active building principles incorporated in new community buildings, schools this includes space for cycle parking, shower and making stairs rather than lifts the most obvious way of moving between floors, ensure all buildings have their main entrance from the pedestrian routes not the car park and allow areas for pushchair parking.
- 2.18 The development could support community gardening schemes, allowing allotments to be used by community groups as well as individual residents. Community gardening can serve as a mechanism for combating social isolation and promoting social cohesion by contributing to the development of social networks. It also brings about positive health benefits which include improved access to food and increased physical activity.

Healthy Foods

- 2.19 There needs to be an overall approach to the provision of fresh food which encompasses both the purchase of healthy food in retail outlets through to the ability “grow your own” through the provision of allotments and/or sufficient garden space. The Design and Access Statement (DAS) contains parameter plans showing allotments but there is no mention of allotments within the HIA, and therefore the positive health benefits of providing allotments has not been assessed within the HIA.

Community Safety

- 2.20 The HIA has adequately assessed the possible impacts relating to community safety.

Equality and Social Cohesion

- 2.21 The HIA has adequately assessed the possible impacts relating to Equality and Social Cohesion.

Employment and Economy

- 2.22 The HIA has adequately assessed the possible impacts relating to Employment and Economy.

Climate Change

- 2.23 The HIA has identified health impacts associated with flooding but has not assessed impacts associated with climate change such as infectious diseases and therefore any associated impacts on vulnerable groups.

Summary

- 2.24 In summary, the HIA is a good assessment of the potential health impacts with only a few minor omissions. The main area for concern is the location of the Skate Park and allotments with the resulting need to cross the main perimeter road which could bring pedestrians in conflict with moving vehicles, particularly younger people accessing the skate park.
- 2.25 In addition, the HIA would benefit from the inclusion of a table of proposed mitigation measures along with the level of commitment to deliver these measures.

3.0 ARCHAEOLOGY

- 3.1 The site is located in an area of high archaeological potential. The nationally important Bronze Age Barrow monument Howe Hill (Scheduled Monument Number 1015011) is located within the application and further undesignated barrow monuments are recorded in the vicinity (HER MCB10863, MCB9546).
- 3.2 The site has been subject to an archaeological evaluation (HER ECB, the results of which indicate that the barrows were located within a largely open landscape. A substantial landscape boundary is likely to be contemporary with the barrows.
- 3.3 Sparse activity of Iron Age date was also identified.
- 3.4 The Environmental Statement includes proposals to mitigate the development impact on undesignated heritage assets of archaeological interest through a programme of excavation, recording and publication of the results. Officers confirm agreement to this approach and recommend that this is secured by condition of planning permission and recommend the following:

Archaeology

- 3.5 No demolition/development shall take place until an archaeological written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition/development shall take place other than in accordance with the agreed WSI which shall include:
- a. The statement of significance and research objectives;
 - b. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
 - c. The programme for post-excavation assessment and subsequent analysis, publication & dissemination, and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

4.0 FLOODS AND WATER

- 4.1 Officers have reviewed the following document:

- Flood Risk Assessment & Drainage Strategy prepared by MLM Group (ref: 617803-MLM-ZZ-XX-RP-C-0001) dated 11th May 2018.

- 4.2 A **holding objection** to the grant of planning permission is recommended for the following reason:

1. The applicant proposes to discharge surface water via infiltration; however no on-site infiltration testing has been undertaken to support this. In order for us to support infiltration for this development we require site specific test results and any testing should be in accordance with BRE DG 365. If the applicant is not able to undertake such testing at this stage, a feasible alternative strategy should also be proposed as a fall-back option.

- 4.2 If the applicant provides the above details, officers will look to review this objection.

5.0 LIBRARY

- 5.1 Kennett is situated approximately 5 miles from a library in Newmarket, Suffolk. Some of the users of the library will be Cambridgeshire residents and some Suffolk residents, so it is recommended that all cross-border options such as the existing Shared Partnership in the East (SPINE) be utilised. The partnership allows both library services to be used where Cambridgeshire residents can borrow Suffolk books and vice versa. In addition, a new mobile stop to serve this development, at a cost of £28.92 per increased head of population for of an estimated population of 1,250 residents is requested, to allow residents who are unable to access a static library in the usual way.

6.0 TRANSPORT

- 6.1 Appendix 2 sets out the draft TA team response, which reflects the latest position from the TA Team.

7.0 PLANNING, MINERALS AND WASTE

- 7.1 The northern part of the proposed site falls within Minerals Consultation Area M9J Kennett and Waste Consultation Area W8BB Kennett Landfill as depicted on map 28 and map 63 of the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan 2012 (SSP). The indicative phasing of the development indicates that the areas affected by the consultation areas are likely to commence 2022. It also falls within the sand and gravel Minerals Safeguarding Area as depicted on those maps.
- 7.2 Policy CS26 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011 (CS) requires minerals to be assessed and where viable be extracted. The Environmental Statement (ES) addresses the topic of minerals and the viability, or the lack thereof in this case, between paragraphs 11.4.35 and 11.4.42; and the MWPA is satisfied that this meets the requirements of Policy CS26 of the Core Strategy.
- 7.3 Policies CS30 of the Core Strategy and SSP-W8 of Site Specific Proposals Document safeguard Kennett Landfill / Plantation Farm, Kennett / Red Lodge Transfer Station through a Waste Consultation Area and states that development will only be permitted where it is demonstrated that this will not prejudice existing or future waste management operations. The proposed phasing of the development is shown on page 125 of the Design and Access Statement. This indicates that the site will be developed from the south, moving northwards. Phase 3 and phase 4, which are closest to the landfill are planned for between 2024-27 and 2026-28 respectively. It is currently expected that the area of Kennett Landfill closest to Dane Hill Road will be worked and restored by the end of 2021. Consequently, it is unlikely that the proposed development will prejudice the identified waste management operations. However, if an extension of time is sought for works at the landfill site, this will matter will need to be considered further. The applicant is therefore advised to check the current position in respect to the landfill site, and if necessary to address this matter when it comes to the detailed planning application stage.
- 7.4 Policy CS28 (Waste Minimisation, Re-use, and Resource Recovery) of the Core Strategy seeks to encourage waste minimisation, re-use and resource recovery by requiring, inter alia, waste management audits and strategies to be prepared and implemented for all developments over the value of £300,000 and the submission of RECAP Waste Management Design Guide Toolkit Assessment. The topic of waste management is address within the application in section 3.4 of the Environmental Statement. In this section under paragraph 3.4.3 it is stated that further information on waste management will be provided as part of the detailed design. It is, therefore requested that this matter be subject to the following pre-commencement condition:

Detailed Waste Management and Minimisation Plan

- 7.5 Prior to the commencement of development, or the commencement of any phase of the development for which this condition has not been met, 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 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;*

7.6 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.

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.

APPENDIX 2: TRANSPORT ASSESSMENT COMMENTS

Background

The document reviewed is the technical note dated 9 January 2019 for a proposed development of 500 dwellings.

Transport Assessment Review

The CCC TA team has reviewed the additional information provided by the applicant and is satisfied with the capacity assessment. However, the applicant has still failed to demonstrate how the site will be made sustainable from a public transport perspective.

As such, CCC retains its **holding objection** until such a time that the previous comment below is fully addressed:

*A development of 500 dwellings is not acceptable without improvements to bus stops **and bus services**. Full details of improvements need to be provided as part of the planning application so that they can be conditioned on any approval given. **Confirmation needs to be provided from the bus company that a diversion of the existing service through the site is acceptable.** New bus stops within the site need to be provided with, but not be limited to, shelters, flag, pole, timetable, real time passenger information (RTPI) and bus cage, a detailed plans needs to be provided showing the improvements to the two bus stops on Station Road by the train station. An exact route needs to be shown on a plan and details of what will happen with the existing bus stop and shelter on Church Lane. Bus shelters are managed and maintained by the parish council, therefore written agreement needs to be provided from the parish that they will take on ownership of the shelters.*

WELLCOME GENOME CAMPUS OUTLINE PLANNING APPLICATION

To: Economy and Environment Committee

Meeting Date: 14 March 2019

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

Electoral division(s): Duxford

Forward Plan ref: N/A **Key decision:** NO

Purpose: The purpose of this report is to 1) update the Committee on the progress of the outline planning application for mixed use development at the Wellcome Genome Campus and 2) to appraise the Committee of the Council's response to the application and, in particular, in relation to any holding objections.

Recommendation: The Committee is requested to:

- a) Consider and approve the Council's comments on the planning application and 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; and
- b) Delegate to the Executive Director (Place and Economy) in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the Council's response in Appendix 2.

<i>Officer contact:</i>		<i>Member contacts:</i>	
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1. BACKGROUND

Policy Framework

The Planning Application

- 1.1 The planning application for the development of the land known as Wellcome Genome Campus Development was submitted to South Cambridgeshire District Council in December 2018. This is an outline application made by Wellcome to expand the existing Wellcome Genome Campus for the following development:

“Outline planning permission, with all matters reserved, is sought for the following: ‘A phased, mixed use development comprised of up to 150,000 square metres of Gross External Area (GEA) of flexible employment uses including research and development, office and workspace and associated uses falling within Use Classes B1 (office, laboratories, light industry), B2 (general industrial) and B8 (Storage) uses; up to 1,500 residential dwellings (Use Class C3); supporting community uses and social infrastructure including a nursery (Use Classes D1); conference facility (Use Class D1) and associated hotel (Use Class C1); retail uses including shops (Use Class A1), restaurants and cafes (Use Class A3) and bars (Use Class A4); leisure uses (Use Class D2); landscape and public realm, including areas for sustainable urban drainage and biodiversity enhancements; energy centre and utilities; site access (vehicular, cyclist and pedestrian), car and cycle parking and highways improvements; early landscape and enabling works; and associated works”

See Appendix 1 for an indicative masterplan of the application site in the context of the wider Genome Campus and surrounding area. There is a link under Source Documents at the end of this report to the SCDC planning website where full details of the application can be viewed.

- 1.2 Prior to and since the submission of the planning application, the County Council, the applicant and SCDC have had ongoing discussions to identify and resolve issues relating to the application and in respect to the planning obligations (section 106 agreement) that are necessary to make the development acceptable.

2. MAIN ISSUES

Comments on Planning Application

- 2.1 Officers have reviewed the application 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.

Education

- 2.2 When assessing the education requirements of new residential developments the Council will normally apply its adopted pupil multipliers to determine the impact. In this instance, however, the Council recognises that due to the unique nature of the development, these general multipliers would not produce the most likely forecast. It is also acknowledged that occupancy of the housing will be determined by the operational needs of the Campus with some workers on short or fixed-term contracts which will also have an impact on the demographics. For this reason, the County Council has agreed to draw a comparison with

the Eddington site in Cambridge being developed by Cambridge University. This will produce a markedly different child profile to that experienced in more conventional developments.

Early Years

- 2.3 There are three early years providers in the locality all providing a varying degree of sessional and full day care. There is limited spare capacity at any of these facilities to meet the needs of the development.
- 2.4 The Council therefore supports the proposal in the application to provide early years facilities on the site and will require that early years provision offers the full range of entitlements, including the universal entitlement (15 hours), the extended entitlement (30 hours) as well as funded places for two year olds who qualify.
- 2.5 The County Council will also require that this setting will be open for the earliest occupations to ensure appropriate provision is in place to respond to demand and meet basic need for the early residents of the development.

Primary

- 2.6 The pupil yield is likely to be insufficient to justify the provision of an on-site primary school. The Council does not build schools smaller than 2 forms of entry and a school of this size would be unviable in terms of the demand created by the development and may have a detrimental impact upon existing schools. It is, however, agreed that there will be a significant impact which will require mitigation.
- 2.7 The County Council's solution is to expand the existing Duxford primary school by one form of entry to make a two form of entry primary school with 420 places. There is adequate space on the site of the school to accommodate this expansion. An appropriate contribution from the applicant towards this expansion will be necessary.

Secondary

- 2.8 The catchment school, Sawston Village College, has an overall capacity of 1,050 and at 2018 the total number of children of roll is 1,033 which demonstrates relatively limited capacity.
- 2.9 The County Council support the view that there is no basic need for a new secondary school on site. However, proportionate contributions towards a one form of entry expansion to Sawston Village College taking the capacity to 1,200 will be required to mitigate the impact of this development.

Transport

- 2.10 The Transport Assessment Team has reviewed the application and recommend a **holding objection** at this stage for the following reasons:
- There being are a number of issues identified primarily concerning the development mix, trip generation, internalisation of trips, accident data and mode share, which will require further information and/or clarification to be provided in order for the Transport Assessment and associated appendices to be reviewed in full; and

- There are a number of outstanding issues concerning the site strategy, off-site improvements and parameter plans which need to be addressed, including the provision of a Stage One Road Safety Audit for each of the proposed improvements to the highway network.

2.11 When further information is received and verified, the evaluation of the transport assessment can be completed and the full impact of the development on the transport network will be known. At this time it will be possible to identify what mitigation will be needed to make the development acceptable.

Minerals and Waste

2.12 The submission states that the Outline Construction and Environmental Management Plan and Outline Waste Management Strategy are to be developed as the scheme progresses. It is therefore requested that the condition requiring approval of a "Detailed Waste Management and Minimisation Plan" to ensure that this undertaking is fulfilled.

Archaeology

2.13 Whilst considerable pre-submission work was carried out to scope and agree a suitable archaeological evaluation of the expansion site, the full results of this evaluation are not included in the planning application. Furthermore, the application only includes generic mitigation measures that do not incorporate the data and findings of the field evaluation. Consequently an **objection** to the generic mitigation strategy for archaeology has been registered.

2.14 The applicant/agent has been advised to devise and present a suitable mitigation strategy that should be included as a requirement of the Environmental Statement.

Public Rights of Way

2.15 The Definitive Map Team has **no objection** to this proposal although the applicant should be aware of the presence of the Public Rights of Way, their legal alignment and width as well as the County Council guidance on development impacting rights of way. Appropriate informatives have been requested as part of any planning permission.

Local Lead Flood Authority

2.16 As Lead Local Flood Authority (LLFA) the County Council has **no objection** in principle to the proposed development. The application demonstrates that surface water from the proposed development can be managed by conveying surface water runoff to bio-retention and attenuation areas around the development before infiltrating into the surrounding ground. Appropriate conditions requiring approval of a strategic site-wide surface water drainage strategy; detailed surface water strategy; and details for the long term maintenance arrangements for the surface water drainage system (including all Sustainable drainage systems (SuDS) features).

Supporting New Communities

2.17 A request for funding through section 106 contributions has been made to secure early intervention and preventative services in order to support new residents in the community. As new residents will be joining the community over a long timescale the view will be to

support the community to become resilient so early residents will be able to positively support future members of the community. Failure to secure funding during the early phases of a new communities build out will mean this work cannot be achieved.

- 2.18 This funding will support a variety of professionals across a range of agencies based on the ground to work within the new community. Depending on need this could be through the work of family workers, school liaison officers, adult learning course, public health campaigns and commissioned services, community development workers, housing association support, faith provision, community led-support groups GP services & workplace support.

Libraries

- 2.19 The vision 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.
- 2.20 This community hub model provides the opportunity to deliver a wide range of complementary services and facilities, including community meeting spaces to meet the needs of a growing community. Libraries play a key role in building the networks of relationships among people who live and work in the new community, enabling that community to function effectively.
- 2.21 The section 106 will secure the provision of a suitable building to meet the needs of the library and partner services together with a contribution towards furnishing and equipment.

Public Health

- 2.22 The application, specifically the Health Impact Assessment (HIA), 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.
- 2.23 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.
- 2.24 Most of the mitigation measures will need to be agreed at the Reserved Matters stage and design coding. In order to have confidence that the mitigation measures contained in the Health Impact Assessment are implemented a "Statement of Compliance" should be submitted with each Reserved Matters Application.

Draft Section 106 Heads of Terms

- 2.25 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.

2.26 Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) provides that from 6 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.

2.27 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.

2.28 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.

Infrastructure Type	Requirement
Early Years	On-site provision of an early years facility at a location to be agreed and to the Council's specification to be delivered for earliest dwelling occupation.
Primary	Financial contribution towards a 1FE expansion of Duxford C of E Primary School
Secondary	Financial contribution towards a 1FE expansion of Sawston Village College.
Transport	To be determined when transport assessment complete.
Supporting New Communities	Financial contributions towards early intervention and preventative service.
Library	Provision of a suitable building to meet the needs of the library and partner services together with a contribution towards furnishing and equipment.

2.29 The final heads of terms will be approved by the local planning authority prior to resolving to grant 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 2.26 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.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The development will provide employment opportunities to benefit the local economy for all.

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.

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 developer 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: 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: Andrew Preston
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

Source Documents	Location
South Cambridgeshire District Council planning application reference S/2075/18/OL	South Cambridgeshire District Council planning portal: S/43229/18/OL

Appendix 1: Indicative Masterplan and Appendix 2: Cambridgeshire County Council Comments (separate electronic documents)

Appendix 1

Wellcome Genome Campus Hinxton Outline Planning

Application by Wellcome (S/4329/18/OL)

Indicative Masterplan



Wellcome Genome Campus Hinxton Outline Planning

Application by Wellcome (S/4329/18/OL)

County Council Comments

Outline planning permission with all matters reserved for a phased, mixed use development comprised of up to 150,000 square metres of Gross External Area (GEA) of flexible employment uses including research and development, office and workspace and associated uses falling within Use Classes B1 (office, laboratories, light industry), B2 (general industrial) and B8 (Storage) uses; up to 1,500 residential dwellings (Use Class C3); supporting community uses and social infrastructure including a nursery (Use Classes D1); conference facility (Use Class D1) and associated hotel (Use Class C1); retail uses including shops (Use Class A1), restaurants and cafes (Use Class A3) and bars (Use Class A4); leisure uses (Use Class D2); landscape and public realm, including areas for sustainable urban drainage and biodiversity enhancements; energy centre and utilities; site access (vehicular, cyclist and pedestrian), car and cycle parking and highways improvements; early landscape and enabling works; and associated 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 March 2019.
- 1.2 Officers broadly SUPPORT the principle of mixed use development as an expansion to the Wellcome Genome Campus (WGC), however support for this planning application is subject to appropriate and necessary planning conditions and obligations 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 These comments are provided on behalf of Cambridgeshire County Council (in its role as the Local Children's Services Authority) by the 0-19 Place Planning and Organisation Team within the Education Directorate. These comments are informed by the most recent information and data available at the time of the response.

Environmental Impact Assessment: Chapter 18 Socio-economics

- 2.2 Within the Environmental Impact Assessment (EIA) for assessing the baseline position against which the impact of the development is measured, the applicant has identified a number of providers to be included. Whilst the overall approach of this methodology, which is commonly used, is accepted, the Council does have a number of concerns around the application in this instance. These are outlined below.

Child Yield Multipliers

- 2.3 Within the Environmental Impact Assessment (EIA), the relevant policy and guidance has been referenced at a national and local level. Within the latter, Cambridgeshire County Council (CCC) Child Yield Multipliers for New Developments, 2015 is listed.
- 2.4 **The Council would, therefore, request that the information provided in section 2.3 is amended to reflect the revision of those multipliers made by Children and Young Peoples Committee, 14th Nov 2017. The revised general multiplier estimates the number of primary aged children in the range from 30 to 40 per 100 dwellings. The Committee also confirmed that the County Council's initial assumption for the purpose of place planning is developments will yield children at the top end of that range.**
- 2.5 The County Council's Research Service has developed an evidence base using information on child yield from all types of development that have occurred across Cambridgeshire and in surrounding local authorities. From this, the above general multipliers have been derived, and would be used to forecast the expected child yield arising from new developments where there is no fixed dwelling mix.
- 2.6 In this instance, however, the County Council recognises that due to the unique nature of the development, these general multipliers would not produce the most likely forecast. It is also acknowledged that there is likely to be changes in the occupancy of the housing with some workers on short or fixed-term contracts which

will also have an impact upon the demographics. For this reason, the County Council has agreed to draw a comparison with the Eddington site in Cambridge being developed by Cambridge University. On this site, the initial development of flats for university staff yielded low numbers of children with similar outcomes anticipated from this development.

The distance of the schools included within the assessment

- 2.7 The EIA assumes a radius of 5km of the proposed development site as part of identifying the schools to be included within the assessment process. The Home to School Travel Guidance (2014) outlines the statutory duty of local authorities to provide home to school transport where the distance travelled exceeds 3.2km/2 miles for children below the age of 8 and beyond 4.8 km/3 miles for children aged between 8 and 16.
- 2.8 **The Council would, therefore, expect tables 18.9 and 18.10 to be revised to reflect these distances and amend the findings in respect of this.**
- 2.9 Table 18.2 of the document shows the housing mix ranges anticipated for the development. At present, the percentage of homes proposed for each housing mix varies quite considerably. For example, between 0% and 20% of 4-bed homes are proposed for within the housing mix, which at the highest percentage could produce 300 homes. It is also indicated that the actual housing mix will be determined based on take up as the scheme is delivered.

Early Years Provision

- 2.10 The County Council agree with the three early years facilities which are listed in section 4.35 as being within 2.5km of the site. It should also be acknowledged though, that those listed provide different types of childcare and therefore not directly comparable with their local offer.
- 2.11 The Crocus Early Years Centre provides Full Day Care where as Duxford Pre-school and The Chesterfords Pre-School provide sessional child care. Both pre-schools also only operate during term time.
- 2.12 All three early years settings identified in section 4.35 have differing approaches to free childcare places with the Crocus Early Years Centre offering the universal entitlement (15 hours) to three and four year olds only, Duxford Pre-School offering

the universal entitlement to two year olds and the extended entitlement to three and four year olds (30 hours) and The Chesterfords Pre-School offering the universal entitlement to two, three and four year olds and only a limited amount of additional hours from the extended entitlement (an additional 6 hours).

- 2.13 Applying Cambridgeshire County Council's child yield multipliers for new developments against the development indicative housing mix, the completed development would be forecast to produce a child yield of 126 children aged 0-4. This would be likely to generate approximately 72 children eligible for free child care. Of those, 51 would be forecast to be eligible for the universal entitlement (15 hours) and 21 would be forecast to be eligible for the extended entitlement (30 hours).
- 2.14 Applying the North West Cambridgeshire Key Worker Model multipliers to the indicative housing mix, the completed development would be forecast to produce a child yield of 260 children aged 0-4. This would be likely to generate approximately 148 children eligible for free child care. Of those, 104 would be forecast to be eligible for the universal entitlement (15 hours) and 44 would be forecast to be eligible for the extended entitlement (30 hours). The Childcare Act (2016) places a statutory duty on local authorities to secure sufficient child care for working parents and to ensure that there are enough places for 2, 3 and 4 year olds who qualify for free childcare.
- 2.15 **The County Council would therefore be keen to ensure that early years provision on site offers the full range of entitlements, including the universal entitlement (15 hours), the extended entitlement (30 hours) as well as funded places for two year olds who qualify.**
- 2.16 It is not clear from the documentation when the Early Years Centre is intended to open. All three providers listed above are currently full, or close to their capacity.
- 2.17 **The County Council would take the view that this setting would need to be open for the earliest occupations to ensure appropriate provision is in place to respond to demand and meet basic need for the early residents of the development.**

Primary Provision

- 2.18 Applying Cambridgeshire County Council's child yield multipliers for new developments against the development indicative housing mix, the completed development would be forecast to produce a child yield of 133 primary aged children.

- 2.19 Applying the North West Cambridgeshire Key Worker Model multipliers to the indicative housing mix, the completed development would be forecast to produce a child yield of 259 primary aged children.
- 2.20 Cambridgeshire County Council's long-held policy preference is to build new schools with a minimum of 2 forms of entry to ensure financial sustainability. This would equate to 420 places.
- 2.21 **The County Council would object to a new school on site as, at present, a low pupil yield means there is not a justified need. It is also essential that any new school is financially viable and does not have a detrimental impact upon existing schools. It is agreed that there would be significant impact without mitigation.**
- 2.22 As outlined previously, children in the lower key stage of primary school are not expected to walk more than 2 miles to attend their local school. The only primary school within this radius is Duxford Church of England Primary School. This is the catchment school for children from Hinxton.
- 2.23 Whilst the school is the catchment school for children from Hinxton, there is not an available walking route. The County Council would therefore provide home to school transport.
- 2.24 If we consider the Annual Schools Census Data (2018) and published admissions numbers (PANs) of this school, the surplus capacity is 7.5% or 17 places. A certain level of surplus places is necessary in order to deal with fluctuations in population. Local authorities have to allow for the effect of demographic change and therefore the National Audit Guidance recommends a surplus of 5%. When this is considered, there is a minor difference of 2.5% surplus capacity.
- 2.25 There is reference in section 4.43 to Cambridgeshire County Council's 0-19 Education Organisation Plan 2017-2018 and the expansions at both Icknield Primary school and Bellbird Primary School. Whilst in excess of the 3.2km/2 mile radius, it is also important to note that the increased capacity at these schools (120 places) is a result of other emerging developments and these places will not therefore be surplus but instead used to meet basic need which has been identified through primary forecasts.

- 2.26 **It is the intention of the County Council to expand the existing Duxford primary school by one form entry to make a two form entry primary school with 420 places. There is adequate space on the site of the school to accommodate the expansion. An appropriate contribution from the WGC towards this expansion will be necessary.**

Secondary Provision

- 2.27 The EIA has assessed secondary provision at a District Wide level (covering South Cambridgeshire, Cambridge and Uttlesford Districts). Whilst the County Council recognises that parental preference can mean that some parents choose to travel further afield, it is the view of the Council that these numbers would be in the minority. Schools have a defined catchment area and often forge close links with the primary schools that they serve to ensure that there is an effective transition. It is also important to recognise that if children could not be provided with a place at their catchment school and the distance travelled exceeded 4.8km/3 miles, this would incur a cost for home to school transport to be provided.
- 2.28 Within a 4.8km/3 mile radius, there are two schools; Sawston Village College and Linton Village College. Sawston Village College is the catchment school for children from Hinxton but an increase in birth rates in the area has led to larger cohorts and it is already operating close to capacity.
- 2.29 Sawston Village College has a PAN of 210 and an overall capacity of 1050. The Annual Schools Census Data (2018) shows that the total number of children of roll is 1033. This means the school currently has 17 places which is below the recommendation of 5% surplus included in the National Audit Guidance. Also future projections suggest an increase in the number of secondary-aged children which exceeds the current school PAN.
- 2.30 Whilst not the catchment school, Linton Village College is next closest in terms of distance. It is already operating above capacity. The school has a PAN of 165 and an overall capacity of 825. The Annual Schools Census Data (2018) shows that the total number of children of roll is 851 and would therefore not be in a position to accommodate the secondary aged children generated from this development. It is also important to be aware of the wider impacts that this could have if considered. Additional home to school transport would need to be provided with children from the

area then split between two school sites; Sawston Village College and Linton Village College. This has cost implications as well as impacting upon the traffic within the area. In addition to this, splitting the secondary population between two schools could have a detrimental impact on its residents by dividing the community of Hinxton.

- 2.31 Applying Cambridgeshire County Council's child yield multipliers for new developments against the development indicative housing mix, the completed development would be forecast to produce a child yield of 99 secondary aged children.
- 2.32 Applying the North West Cambridgeshire Key Worker Model multipliers to the indicative housing mix, the completed development would be forecast to produce a child yield of 97 secondary aged children.
- 2.33 **The County Council support the view that there is not a basic need for a new secondary school on site. However, proportionate contributions towards a one form entry expansion to Sawston Village College would be required to mitigate the impact of this development.**
- 2.34 Whilst a number of the schools listed in table 18.10 are no longer justifiable as a result of their distance to the development, it is important to be aware that there may be wider pressures within other counties and Cambridgeshire County Council does not have sufficient data or resources to identify these.

Post-16 Provision

- 2.35 There is some concern over the viability of post-16 provision with the closure of existing provision in recent years.
- 2.36 **The County Council would be fully supportive of the campus working alongside existing providers to offer specialist educational provision.**

3. TRANSPORT

- 3.1 See Annex 1.

4. MINERAL AND WASTE

- 4.1 Further to our comments on S/2209/18/E2 the County, Planning Minerals and Waste Team have the following comments.
- 4.2 Consideration of waste management during construction and occupation of the development throughout the documentation is welcomed. The contents of the Environmental Statement Chapter 6: Construction; Appendix 6.1 Outline CEMP; Chapter 17: Waste and Appendix 17.1 Outline Waste Management Strategy (December 2018) are, in particular, noted and welcomed.
- 4.3 It is noted that the submission states that the Outline CEMP and Outline Waste Management Strategy are to be developed as the scheme progresses. It is therefore requested that the condition below be imposed to ensure that this undertaking is fulfilled.

“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.”

5. ARCHAEOLOGY

Environmental Statement chapter 8 Cultural Heritage, Part B

- 5.1 Considerable pre-submission work was carried out to scope and agree a suitable archaeological evaluation of the WGC expansion site and it is regrettable that the full results of this evaluation are not included in the planning application: an interim summary is all that has been provided. Consequently, the absence of evaluation evidence means that the attribution of linear features described in section 8.9.12 as having low sensitivity is now challengeable (see sections on the linear features below). At present only this office benefits from the evaluation evidence, having sought it in relation to this response. Other respondents will be unable to validate or challenge the statements made in this chapter.
- 5.2 Section 8.10.1 of Chapter 8 indicates: “Finalisation of the archaeological design and mitigation strategy will, by necessity, need to be confirmed once the location of any areas of archaeological sensitivity have been defined by the archaeological field evaluation (currently underway).” This was completed in November 2018 but the submission deposited in December 2018 prior to incorporation of the data. Generic measures are given as a list that now requires considerable expansion.
- 5.3 We register an **objection** to the generic mitigation strategy for archaeology.
- 5.4 Consultation with this office prior to a submission would have resulted in a far more informative strategy by which the archaeological significance of the site could be conserved through appropriate Masterplan work and by devising a series of excavations to be conducted in advance of construction. Instead, the strategy outlined is simplistic in character: to investigate and record archaeological remains that would be affected by the Development (8.11.16).

- 5.5 While there is a need to conduct excavations here, and to publish the results of such endeavours, we recommend that some design input to the Masterplan is needed to incorporate and preserve the long distance prehistoric, Roman and Medieval trackways that characterise the archaeology of this area. Utilisation of these routes in the principal thoroughfares within the site has been overlooked.
- 5.6 Therefore, we register an **objection** to the Masterplan as it has been developed without regard to the historic environment assets discovered at the site.
- 5.7 We welcome and support the intention to provide a long-term display/public presentation of the results of the archaeological fieldwork (8.12.3) and advise that such displays also incorporate the excavated multi-period settlement evidence from the current Wellcome Trust Campus Land.

The Linear features of the development area

The Icknield Way

- 5.8 The A11 Roman Road bounding the site to the east is clearly marked on a series of historic and modern Ordnance Survey maps, including those contained in the planning submission documents.
- 5.9 Ivan Margary catalogued the roads of Roman Britain in his seminal work *The Roman Roads of Britain* (1955) where it is listed as Road number 21b. This road is part of a longer route between Roman forts at Braughing and Caistor and in this section heads north from Great Chesterford Roman town, 1km to the south. Cyril Fox (1923) had previously noted it as part of the 'Icknield Way', the long distance prehistoric route following the chalk between Norfolk and Wiltshire, where it is known as The Ridgeway. The prehistoric route was the focus of burial mounds and ceremonial sites, such as henges. The course of the prehistoric route is thought to have deflected to the south-east broadly in this area where it is more closely followed in the modern landscape by the course of the A505. In Cambridgeshire, the route of the A11 uses the route of the Roman road, which is likely to have been a Romanised upgrade of a prehistoric route and continues in a south-south-east direction from Stump Cross. This reuse of older routes and trackways in Roman times is not unusual and has been demonstrated through excavation as common practice on many of the principal roads that persisted into the Medieval period and present day (e.g. A1 / A1198 : Ermine Street from London to York, Margary no 2).

Refs:

- Fox, C. 1923. The Archaeology of the Cambridge Region. Cambridge University Press.
- Malim, T. , Penn, K., Robinson, B. and K. Welsh. 1996. New Evidence on the Cambridgeshire Dykes and Worsted Street, Roman Road. Proceedings of Cambridge Antiquarian Society 85: 27-122.
- Margary, I. 1955. The Roman Roads of Britain. Phoenix House.
- Rippon, S. 2018. Kingdom, Civitas, and County: The Evolution of Territorial Identity in the English Landscape. Oxford: Oxford University Press: 324-5

The East-West Boundary or Trackway

- 5.10 Located at 1km north of the Roman fort and town of Great Chesterford, paired E-W ditches were found to traverse Field 5 over 400m in the southern apex of the proposed development area of the WGC expansion site. The principal ditch measured 2 to 4m wide and up to 1.5m deep (from the stripped substrate surface) and can be followed overall for 1.2km from the River Cam to the A1301 through excavations at the WGC, through the trenches and on the geophysical survey plot in the current application area and through aerial photographic evidence (especially clear on the illustrative Masterplan superimposed on an air photo background prepared by ARUP and included in the planning submission (WGC-ARP-XX-XX-DR-AX-10, dated 15/11/18)), where it clearly extends beyond the A11 into Uttlesford District, Essex. Though not included in the planning application, Figure 16 of the Evaluation Report prepared by Oxford Archaeology East (report 2266, January 2019) indicates the evidence for this long distance ditch alignment well. The definition of the relationship and date of the trackway will be an essential part of the mitigation strategy, along with its relationship to all periods of prehistoric activity known in the locality, including the Bronze Age burial mounds and cemetery found in the newly constructed Uttlesford Crematorium.
- 5.11 Considered as an off shoot or a version of the Icknield Way risks confusing it with the long distance NW-SE route of the A11/Roman Road and its present status and name is better considered as unknown. It is possible that a Romanised off-shoot followed the prehistoric route that veered south eastwards and crossed the Cam between the Wellcome Campus site and Ickleton. Chronological control of this long distance boundary marker (district/territory/military) is vital to an understanding of its origins and development, its presence in contemporary land uses and of population identity should it be considered to have served as a Late pre-Roman Iron Age tribal boundary.

- 5.12 South of this boundary, ditches and pits of late prehistoric and Early Roman date were present.

Recommendation

- 5.13 The E-W trackway/boundary and its relationship to contemporary field divisions should be examined in a series of detailed excavations as an objective of the mitigation strategy that needs to be developed for this scheme.
- 5.14 In terms of master planning, we would expect that the significant long distance E-W boundary be replicated in some form within the new landscape that will emerge should the scheme gain consent. Interpretation of the boundary should also occur in an appropriate location.

The North-South Trackway

- 5.15 This sinuous trackway spans the entirety of the WGC expansion site (c.1.5km in length) and northwards by another 500m towards Hinxton Grange, beyond which it is not clear. Later than the E-W trackway of Field 5, it is likely to have served as a route to Great Chesterford and formed one of many routes that converged at Stump Cross, a complicated junction of routes in the medieval period and later a turnpike road junction. The dating of this route is uncertain and it is not yet known if it gave access to the manors at Hinxton and Pampisford and what its relationship it had with other key landscape divisions (e.g. the Anglo-Saxon Brent Ditch, 1.8km to the north, Scheduled Monument reference 1006929). It retained cart-rut features in the base of some excavated sections and as a hollow-way in parts of its length.

Recommendation

- 5.16 The dating and articulation of this feature within the field system found in the evaluation can be examined as an objective of the archaeological mitigation strategy that should be devised in support of the planning application.

Dispersed Archaeological Evidence

- 5.17 Ditches of fragmentary field systems were present, but in the low level evaluation of the site their dates and alignments were not established in relation to the principal landscape features (N-S and E-W trackways). Bronze Age, later Iron Age and Roman pottery was present, consistent with the date range of occupation evidence found in the Wellcome Genome Campus to the west. Earlier activity of Palaeolithic to

Mesolithic date was evinced only by ploughed-up occupation soils containing worked flint flakes and occasional tools, or in periglacial features. The possibility of clearer evidence of at least Neolithic date cannot be ruled out, though none was found in the evaluation trenches.

- 5.18 One human cremation burial was present, though remains undated. More can be expected.
- 5.19 It is probable that the archaeological features of this landscape area demonstrate that it represents an agricultural hinterland to settlements along the River Cam to the west and at Great Chesterford to the south. The Essex data for settlement evidence east of the A11 (Roman Icknield Way) is not known to this office.

Recommendation

- 5.20 The applicant/agent is advised to seek to extend the planning consideration period in order to devise and present a suitable mitigation strategy that should be included as a requirement of the Environmental Statement. Contact with this office is advised. As the site is close to the Essex border, contact with the Essex Historic Environment Team is also advised.

6. PUBLIC RIGHTS OF WAY

- 6.1 Public Byway No. 3 and Public Footpath No. 2 Hinxton runs within the red line boundary of the site. To view the location of the Public Right of Way please view our interactive mapping online which can be found at:
<http://my.cambridgeshire.gov.uk/myCambridgeshire.aspx>
- 6.2 Whilst the Definitive Map Team has no objection to this proposal, the applicant should be aware of the presence of the Public Rights of Way, their legal alignment and width as well as the County Council guidance on development. Further guidance for planners and developers is available on our website at:
www.cambridgeshire.gov.uk/definitivemap
- 6.3 The applicant should also be aware that the Public Rights of Way should remain open and unobstructed at all times. Building materials must not be stored on Public Rights of Way and contractors' vehicles must not be parked on it. It is an offence under s 137 of the Highways Act 1980 to obstruct a public highway.

Informatives

6.4 Should you be minded to grant planning permission then we would also be grateful that the following informatives are included:

- Public Byway No. 3 and Public Footpath No. 2 Hinxton must remain open and unobstructed at all times. Building materials must not be stored on Public Rights of Way and contractors' vehicles must not be parked on it (it is an offence under s 137 of the Highways Act 1980 to obstruct a public Highway).
- Landowners are reminded that it is their responsibility to maintain boundaries, including trees, hedges and fences adjacent to Public Rights of way, and that any transfer of land should account for any such boundaries (s154 Highways Act 1980).
- The granting of planning permission does not entitle a developer to obstruct a Public Right of Way (Circular 1/09 para 7.1).

7. LOCAL LEAD FLOOD AUTHORITY

7.1 As Lead Local Flood Authority (LLFA) we have no objection in principle to the proposed development. The application demonstrates that surface water from the proposed development can be managed by conveying surface water runoff to bioretention and attenuation areas around the development before infiltrating into the surrounding ground. We 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 Appendix 15.2 Foul and Surface Water Drainage Strategy 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

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 building. 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

The infiltration features should be sized by the minimum rate obtained from the infiltration testing. The current proposals are based on the average from the testing. The designated infiltration areas across the site should have infiltration testing within the area they will be placed. This is due to the large-scale nature of the development and the variance of infiltration rates can be quite different over short distances with local geological changes.

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/flood-and-water/watercourse-management/>

Please note the council does not regulate ordinary watercourses in Internal Drainage Board areas. Appropriate signage should be used in multi-function open space areas that would normally be used for recreation but infrequently can flood during extreme events. The signage should clearly explain the use of such areas for flood control and recreation. It should be fully visible so that infrequent flood inundation does not cause alarm. Signage should not be used as a replacement for appropriate design.

All green roofs should be designed, constructed and maintained in line with the CIRIA SuDS Manual (C753) and the Green Roof Code (GRO).

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.

8. SUPPORTING NEW COMMUNITIES

The financial challenge for supporting new communities

8.1 Overall new communities and growth sites will enhance the economy of the county but this does not necessarily mean any financial easing for the local authority. In fact, growth sites are known to have a higher cost per population head than the norm. Until established, which can be in the region of a 15 year period, a new community places increase financial pressure on Cambridgeshire County Council and other public sector authorities, this pressure is caused by a number of factors:

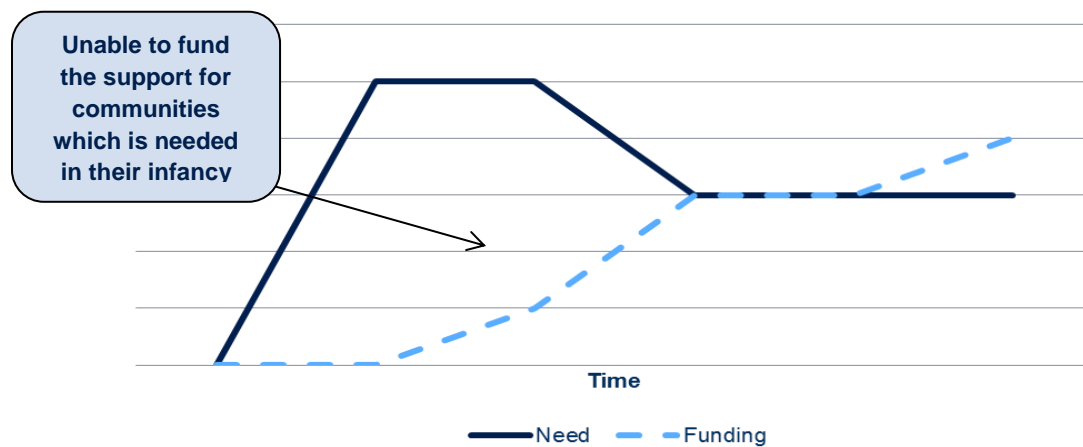
- Significantly larger proportion of younger families than is present in the overall Cambridgeshire population;
- Higher proportions of affordable housing whilst this is also a positive aspect of a new community and one that should not be compromised, this impacts in two ways. Firstly through the links with need and low income and secondly in terms of low revenue generation via council tax;

- Low community cohesion resulting in the communities being less self-supporting and higher incidences of isolation and poor wellbeing increasing the reliance on public services;
- Delay in revenue generation created a funding time lag or 'funding gap'. Although public authorities will receive Council Tax funding as soon as new homes are occupied, there will be a delay before business rates can be realised as business take time to move in to a community;
- Grant funding from central government is not linked to population growth, but is instead based on a needs formula first derived in 2012-13. The main grant for Local Authorities, the Revenue Support Grant, is due to be zero for Cambridgeshire in 2019-20.

8.2 In 2012-13 analysis was done on the overall impact of the growth in new communities on the County Council budget by comparing the costs of services provided with the income received by the Council. For example, between 1999 and 2012 income gained from council tax in Cambourne did not match the cost of the new community to the Council's budget. The County Council's Strategic Framework, part of the overall Business Plan, supports the economic growth of the county and the need for more homes. However, as the Revenue Support Grant is not directly linked to how quickly the County's population increases, the amount of funding a local authority receives does not increase at the same rate, if at all. Therefore the only income gained from new developments is based on Council Tax, New Homes Bonus and business rates received. The calculation for New Homes Bonus has now been revised, calculated over 4 years rather than 6. This has released funding for Central Government to redistribute for social care pressures but it means funding received for new homes has reduced substantially. In addition to this, there is little to no income generated by business rates in the early years of development so CCC, like many other public sector authorities, is unlikely to receive sufficient income to cover the cost of servicing a new community as it forms. Schools within new communities present a financial challenge for the Dedicated Schools Grant (DSG) as they are subsidised until the places are filled, at a time when the available DSG resource is reducing. When these are aligned with the continuing austerity measures placed on local authorities it has become critical that funding is sought through section 106

planning obligations in order for public sector to support the new community, especially for support related services.

Figure 1- Illustration of funding gap in new communities



- 8.3 Where funding is requested through S106 it is generally for short term funding to enable authorities to bridge the funding gap. The focus is placed on early intervention and preventative services in order to support people quickly back into independence and reduce reliance on public services. As new residents will be joining the community over a long timescale the view will be to support the community to become resilient so early residents will be able to positively support future members of the community. Failure to secure funding during the early phases of a new communities build out will mean this work cannot be achieved. Based on experiences across the country and internationally this will result in a displaced community with high levels of need, antisocial problems and will cost the public purse considerably more to rectify.

Why New Communities Need Support

- 8.4 The residents of the WGC development will expect their new homes to be a new chapter in their lives, often they are starting a new job, newly married, expecting or just had a child, newly divorced or may be just looking for a new start. There will be certain expectations for the community; a place where they get on with their neighbours, have access to the best new facilities and services on their door step and to live in a safe community to be proud of. Often these high expectations are not met, especially for the first people to move into the development. Instead they are surrounded by a building site without local facilities and no social network to offer a

shoulder of support as they adapt to their new home, new circumstance and new lifestyle.

- 8.5 For these reasons new communities (new towns and urban expansions) tend to have higher needs which will escalate quicker than in more established communities¹ placing significant pressure on intensive public sector services. Much of the research into new communities have established clear links between loneliness, poor mental health and antisocial behaviours with a lack of community cohesion and social networks. Moving to WGC will isolate many people from their normal support networks, leaving them more vulnerable to everyday stresses and strains – which will be more prevalent as people get use to their new surroundings. In addition, within small isolated social groups as you would see early on in WGC , social behaviours can quickly become entrenched and are easily passed on to newcomers, once established these negative behaviours will be difficult to change. This happened in Cambourne where there were wide report of ‘Crime-Bourne’ in the newspapers and incredible pressures placed on the police service as well as social services – it took considerable investment from the County Council along with support from other public services and the faith sector to rectify these problems. However, applying learning from other new communities and by placing a co-ordinated focus across agencies on supporting a new community to form will help to avoid some of these challenges occurring in WGC.
- 8.6 Supporting the whole community regardless of whether they are considered a high need group or not, is important when looking at new community trends. Services in WGC must take a whole community approach firstly to prevent people from becoming in need but also because it will take the whole community to truly become self-supporting. This places a clear emphasis on the need for early and preventative support which goes beyond the day to day targeted support provided by the local authority in established communities. S106 Funding therefore is required to mitigate the impact of the new community on the public purse.

A Multiagency approach to Support WTGC

- 8.7 A variety of Professionals based on the ground will work within the new community to offer the support required to avoid a crisis being reached; traditional community

¹ Data collected from Southern fringe and loves farm suggest referral rate for CSC and locality referrals is twice as high than the expected level in that locality. CFA New Communities Team 2015

development workers cannot do this alone nor can any one agency. Therefore a co-production model is proposed when agencies pool expertise to support communities, creating a multiagency team to support WGC. Depending on need this could be through the work of family workers, school liaison officers, adult learning course, public health campaigns and commissioned services, community development workers, housing association support, faith provision, community led-support groups GP services & workplace support. These various professionals and organisations (including voluntary and community) will help the community create a mechanism to build social capital which in turn will lead to better mental and physical health, higher educational attainment, better chances of employment and lower crime (JSNA New Communities).

- 8.8 A contribution to a co-ordination role is requested as part of the S106 request (Multiagency co-ordination - Table 1). This role will include co-ordinating the multiagency involvement to provide early intervention and prevention support services for families identified by the team as needing additional support and help families back into independence. The co-ordinator will ensure the multiagency team jointly plans provision across the new community and helps provide a seamless transition between services, including working in collaboration with the Health Service. This post will also allow locally based support and advice to promote the formation of community groups in WGC.

Community Development & Mental Health Training

- 8.9 Community development work, with a prominence on recognising the early signs of a family or individual who may not be coping, will support the WGC residents to form community groups, create social networks and signpost to more specific support from across a range of sectors. It is envisaged that 0.5fte Specialist Community Development Worker (SCDW) will be employed to support the place making and community development offer put forward by South Cambridgeshire District Council. This 0.5fte SCDW will specialise in supporting more vulnerable residents of the development who often struggle to engage in more general community development work. The SCDW will work as part of the Multi-agency team. It is not critical which organisation hosts and provides direct line management for this post, simply that they are committed to working as part of the Multi-agency team taking some direction from the Team co-ordinator.

- 8.10 Additional funding is requested to provide Mental Health training to all the members of the Multiagency team to ensure all are equipped to recognise any member of the community who may be struggling and provided early intervention. Funding is also requested to provide additional counselling for children moving to the development who are struggling to make the transition to a new school, making new friends and adjusting to a new family situation. This support will be reserved for those who are presenting with poor mental health as an intervention rather than a prevention.

Specialist Support

- 8.11 Funding is requested to provide additional capacity for the specialist support required by the new community. Additional family workers (locality Staff) are requested as part of the multiagency team to bring experience of working across partner agencies to support vulnerable children, young people and families early enough to prevent their needs escalating. Support to increase the capacity of family workers in the area will be on a short term basis to enable the work with a greater intensity in the early stages of the development when need for the service will be at its highest and prevention will provide the biggest positive impact on the community.
- 8.12 In addition to the family workers, WGC could become a Child and Family zone meaning child & family activities (also known as Sure Start or Children centre activities) will be delivered as outreach in the development. Child & family zones are a fantastic way to ensure families are adapting to the new communities and they play an active role in forming the support networks that enable people to thrive. Funding is therefore requested to contribute to a Child & family worker and some equipment to enable activities. This additional capacity ensures activities can be delivered from the development earlier than would normally be viable and before the population size would justify normal service levels.
- 8.13 For larger developments short term funding is requested for Independent Domestic Abuse Advisor (IDVA) or similar to join the Multi-agency team and combat the anticipated increase on service demand created by a new development. An IDVA is a named professional case worker for domestic abuse victims whose primary purpose is to support the safety of 'high risk' victims and their children. They are also able to support the community with issues concerning domestic abuse and sexual violence. In the case of WGC it should be possible to use existing IDVAS working in

the area however a small amount of funding is requested to help them to run activities in the WGC development as required.

Kickstart and Activity funding

- 8.14 Funding is requested to support the Multi-agency team to run, promote activities, support and events to support residents of WGC. This may be in the form of self-esteem courses, fund specific adult learning courses, parenting classes or simply to bring together group. In addition to events and activities, Kickstart Funding is also requested to support the establishment of community groups and to support initial activities.
- 8.15 Kickstart funding will be targeted at community-led groups which support:
- Those with physical disability, learning disability and their carers;
 - Integrating and supporting older people into the community;
 - Supporting families and young people to thrive;
 - Early intervention and prevention of mental ill health.
- 8.16 Kickstart funding could be administered through a 3rd sector organisation such as Cambridgeshire Community Foundation <http://www.cambscf.org.uk/home.html> or by the Multi-agency team themselves.
- 8.17 It is envisaged that the Kickstart funding will sit alongside and compliment the Community Chest operated by South Cambridgeshire District Council which is much less prescriptive and encourages the community to shape what it is used for. The Kickstart funding provides a resource for the multiagency team to use to incentivise community-led action.

Healthy New Towns Legacy

- 8.18 Cambridgeshire County Council has been fortunate to work with the Health New Towns Initiative promoted by NHS England. As part of a demonstrator town the Cambridgeshire Healthy New Towns project team has had access to detailed research and experience of all the other projects along with the work that it has done with Northstowe. A level of funding is requested to deliver the most impactful elements of that project to WGC this is in the form of 0.5fte project worker and some activity funding.

The mitigation request for supporting the new community

- 8.19 All the requests put forward in this document are required in order to make the development acceptable as detailed above. The resources requested would only be used for the benefit of this development and would in no way be used to support neighbouring communities. Detailed calculations have been made to ensure the request is in keeping and reasonable for the scale of the development.

Table 1 Phased funding requirements

Cost Summary	Phase 1
Total kickstart funding	£15,683
Mental health training (level 2)	£10,200
Mental health counselling services	£2,400
Locality staff (2 years)	£112,500
Children centre staff (2 years)	£41,432
Children centre equipment/activities	£18,750
Domestic abuse kickstart funding (if Level 2)	£2,700
Specialist community development worker (2 years) if level 2 or 3	£37,500
Multiagency coordination if level 2 or 3	£23,750
Healthy New Towns initiative legacy (project workers)	£18,750
Healthy New Towns initiative legacy (kickstart funding)	£8,400
Total	£292,065

Triggers

- 8.20 Planning and preparing services for WGC presents a challenge to all organisations involved as it is difficult to predict the needs of a community before it forms. Although new communities tend to have a young age structure, the desirability of sites in Cambridgeshire and ease of new housing is drawing people from out of county and a wider demographic. There is also a transient nature to new communities, due to high levels of private renting, higher levels of social housing and different population characteristics to the surrounding area. This along with inevitable changes to service delivery models and a significant delay in income generated by the increased population adds to the difficulty in planning and ensuring appropriate levels of services are available.

- 8.21 It is therefore proposed that funding for supporting the WGC community is kept more flexible than standard S106 requests. If the anticipated need of the community does not transpire within 10 years of the first occupancy many elements of the funding outlined in table 2 will not be required and therefore should not be drawn down. This approach will require some form of governance to oversee the use of this funding, it is anticipated that any decision on funding would need the agreement of the planning authority, the developer and the county council, however the details of how this governance will work will be determined by the legal negotiations.
- 8.22 There are some elements of the funding set out in table 1 that cannot be triggered by “need”, these elements focus on prevention and so are required to be front loaded in order to negate a greater demand on support in the long term. [To clarify, the request for mitigating anticipated social need of the development would be significantly higher should the prevention activities not be funded.] Where it is not possible to trigger funding based on need the funding will be aligned with the phases of the developments build minimising the financial impact of the request on the developer.

Detailed triggers

Cost Summary	Pre-occupation	100th occupation	24 Months	Subject to need	Guaranteed	Total
Total kickstart funding	£6,500	£5,000	£4,183		£15,683	£15,683
Mental health training (level 2)	£5,100	£5,100			£10,200	£10,200
Mental health counselling services				£,2400		£2,400
Locality staff (2 years)		£56,250	£56,250		£112,500	£112,500
Children centre staff (2 years)		£20,716	£20,716		£41,432	£41,432
Children centre equipment/activities		£10,000	£8,750		£18,750	£18,750
Domestic abuse kickstart funding (if Level 2)				£2,700		£2,700
Specialist community development worker (2 years) if level 2 or 3	£10,000	£10,000	£17,500		£37,500	£37,500
Multiagency coordination if level 2 or 3	£10,000	£10,000	£3,750		£23,750	£23,750
Healthy New Towns initiative legacy (project workers)		£8,750	£10,000		£18,750	£18,750
Healthy New Towns initiative legacy (kickstart funding)		£4,200	£4,200		£8,400	£8,400
Total						£292,065

Other Considerations

Community Facilities

- 8.23 The Community facilities in WGC should be a destination building available to the whole community from early to late, designed to adapt and flex to the needs of the community as it evolves. A community hub provides a focus in the development placing community values at the core.
- 8.24 Although supporting new communities is not limited to infrastructure provision, formal and informal meeting places and accessible, quality cultural and sports provision are recognised as critical. Community buildings are integral to the creation of sustainable communities as they contribute much of the glue that holds communities together, providing services and facilities that meet the needs of residents, promote social interaction and enhance the overall quality of life within a community (British Property Foundation, 2010). Within the National Planning Policy Framework the importance of early community buildings is emphasised and is now generally planned into every new community. However, community buildings need to be more than meeting spaces and traditional unmanned village halls, they should provide a safe neutral and trusted place in the community and an opportunity for the community to connect with support and services. Co-location allows organisations and the community to achieve the benefits of a locally based presence and provide an opportunity to take the partnership approach to service delivery to the next level through sharing of facilities. Furthermore, in a time of reducing budgets and building portfolios, co-location allows for the sharing the asset burden across partners and the community more generally.
- 8.25 The Community Hub in WGC should provide facilities for the delivery of health, child and family, adult learning and library services. These neutral services will act as anchors, familiar and non-threatening services that will attract initial use by the full community. Once in the Hub visitors would be met by a large welcoming foyer with informal meeting spaces such as a community owned and run café where friendships and networks can form. The Foyer provides flexible space that could be used to exhibit local art, to publicise events, information or simply to engage with the community. A universal reception area provides a font of information on activities and events in the building but also offering that first point of contact to access more specific services and support.

8.26 Lines will be merged between each of the services specific areas, for example fold away book shelves allow the more traditional library space to be transformed into a drop in parent and toddler group run by the local Child & family Centre or a parent run group. Activity and meeting rooms will be flexible allowing formal meetings to use the same space as a yoga class, antenatal clinic or self-esteem workshop, child & family centre stay & play session. The Hub activity space can be adjusted in size to suit the functions for example it will provide space for the amateur dramatic club and the youth drama club to present and perform, run volunteer and job fair events, have a craft market, and even to have a birthday party. More private areas in the Hub will provide spaces for professionals to work closely with families, local businesses to hold meetings, or running an art class. Touchdown office space will enable cross sector staff working in the community (the multi-agency team) to have a presence in WGC developing their professional network for the benefit of the whole community.

8.27 An outline specification of community space can be provided on request.

Sports provision – Active New Communities Project

8.28 Sport plays a critical role in the creation and development of new communities. High quality sport and leisure facilities are one of the features of a new settlement that attract people to move there in the first instance, but they are also integral to building a community. The sports facilities will complement the wider community facilities by providing a further reason for people to come together and build relationships. These facilities need to be maintained to a good standard to ensure that they continue to be well used.

8.29 Once a community is established it becomes easier for people to set up teams and enter leagues. New communities need extra support to develop teams, help write constitutions for new clubs and raise funds for equipment, for example. The sports development worker (assumed to be requested by the District Council) will also work in tandem with the Multiagency team to identify and support specific groups of people who would benefit from participating in sport for social or health reasons (physical or mental) as well as those who self-identify. The sport development worker will benefit from the learning of the Active new communities project which is currently in operation (more details available on request).

9. LIBRARIES

Introduction

- 9.1 The new community development at WGC is a phased, mixed use development comprised of flexible employment uses, and up to 1,500 residential dwellings and community, retail and leisure uses. There will be approximately 4,200 new residents plus people working in office, laboratories, light industry, hospitality, retail and restaurants and cafes that would make use of library services.
- 9.2 Contribution levels will be determined by whether the new development is within (or an extension of) an existing population that has access to an existing mobile, is within the catchment/ 2 miles from a nearby static library and dependent on the size of the existing library.
- 9.3 Contributions towards library service provision are based on the principles that additional resources and facilities (books, public access computers and the furniture, fittings and equipment to house them) will be necessary on a one-off basis in all cases to meet the information, learning and reading needs of the new residents, because current levels of provision are linked to existing population levels and demographics of the catchment areas.
- 9.4 The modification or extension of existing accommodation or the provision of new accommodation needed to make those additional resources and facilities available will be determined by the positioning and scale of the new development in relation to the size / physical capacity and the location of existing library accommodation.

Vision

- 9.5 The vision 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.
- 9.6 This community hub model provides the opportunity to deliver a wide range of complementary services and facilities, including community meeting spaces to meet the needs of a growing community. Libraries play a key role in building the networks of relationships among people who live and work in the new community, enabling

that community to function effectively. Libraries provide access to information, IT and reading for an individual's health and well-being. Working in partnership with other services within the community hub the library will attract families, children, students, older people, vulnerable and disabled people, and those wishing to seek employment or build their skills.

- 9.7 Libraries offer help and support to those who need it, connect groups and people with a range of service providers, promote free access to information, reading and IT, and provide safe, neutral and trusted places for all in the community.

Existing provision and contribution level

- 9.8 WGC is approximately four miles from the nearest static library at Sawston. There is an existing mobile library service which currently stops at the Genome Campus on a monthly rota.
- 9.9 On this basis we would ask for a contribution of £97 per head for new static library provision within the community hub. This contribution would be used towards the following library services.

Library services and accommodation within the community hub

- 9.10 **Overview of accommodation:** It is important that the library area is designed as a flexible space to accommodate a range of services comprising:
- Adult lending space providing books; space for book promotion and display;
 - Children's and teenage area providing story books, information books for homework and study, ICT facilities and space for displays and children's story-times and events;
 - Chairs and casual seating for relaxing and browsing and study area with computer facilities for information access, open learning, e-mail and Internet access;
 - Wi Fi for customers to use with mobile devices;
 - Use of Display facilities for exhibitions;
 - Work space store for stock in transit, supplies of leaflets and staff facilities including staff toilets (could be shared with building partners).

- 9.11 **Entrance:** A single customer reception counter to act as both main reception for all the services in the building and as the library service customer help point.
- 9.12 **Open Access and Self-service:** Access to library facilities by library card during unstaffed hours using open access technology.
- 9.13 An area near the entrance for display units for quick pick popular / high use books and a self-service machine with card payment capability for customers to use to issue/return library stock and manage their library account. These services allow visitors to the building to use library resources outside normal library opening hours.

Shared community spaces to include

- Performance space – a flexible space with seating and standing configurations to allow for a range of theatre, music and other performances;
- Meeting rooms and activity spaces - for events, meetings, information and advice surgeries and library promotional activities such as author visits, seminars, lectures, story times and class visits;
- Toilet facilities;
- Kitchen facilities;
- Café.

Indicative estimate of costs

Library Services Cost Summary	Phase 1 WTGC development
Library stock based on level 2 library provision	£120,000
Library design, shelving and furniture	£30,000
Open access provision	£30,000
Self-service kiosk with card payment x 2	£10,000
Staffing 1 FTE to cover minimum 27 hours library opening plus reception duties for first 2 years	£44,000
Running cost based on typical level 2 running costs for first 2 years	£84,000
PCs x 4, Projector & TV to facilitate access to electronic resources and for events	£3,000
Total	£321,000

10. PUBLIC HEALTH

10.1 The application, in particular the Health Impact Assessment, has been evaluated against the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire².

10.2 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.

The application has therefore been reviewed against these themes to ensure the application and assessments have 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.

10.3 Overall the Health Impact Assessment is thorough and has adequately identified the possible health impacts that could be associated with the development. For ease of reference the comments on the HIA reflect the chapter headings and structure of the HIA.

2 – Introduction

4 – Methodology

5 – Health Profile

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

6 – Wider Determinants of Health

8 – Assessment, mitigation and monitoring

Introduction

- 10.4 The HIA outlined the main national HIA policy documents and associated toolkits, and represent a thorough understanding of the role of HIA in planning applications.

Methodology

- 10.5 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.
- 10.6 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

- 10.7 The Health Impact Assessment has provided a "health profile" of the local area and the district as a whole, however the population likely to be moving to the development

will be substantially different to the surrounding area, i.e. younger, in full time employment at the main campus and therefore the health profile is likely to be unrepresentative of the likely population.

- 10.8 Although online surveys were carried out with existing staff the response rate (20%) is low and the data obtained (age) is limited, a detailed demographic of the staff would have been a useful supplement to the population data within the HIA.
- 10.9 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

Housing

- 10.10 The HIA has identified the main links between poor housing and poor health outcomes, and has linked this to the baseline health profile. Although the Joint Strategic Needs Assessment has been used and quoted it would be helpful to fully reference which JSNA was used as there a number of relevant JSNA which could have been used, for example 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.

Community Infrastructure

- 10.11 The HIA has identified the main links between community infrastructure and building strong, sustainable and cohesive communities and has referenced appropriate JSNAs.
- 10.12 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 (HUDU model)) may not reflect the current model of health care commissioning locally.

Social Cohesion and Social Capital

- 10.13 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

- 10.14 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.
- 10.15 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.
- 10.16 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.

Access to Employment

- 10.17 The HIA has identified the main links between Access to Employment and poor health outcomes.

Air Quality and Noise

- 10.18 The HIA has identified the main links between air quality/Noise and poor health outcomes.

Transport

- 10.19 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.

Crime and Community Safety

- 10.20 The HIA has identified the main links between Crime and Community Safety and poor health outcomes. The HIA states that no additional mitigation or monitoring is proposed therefore as above any consent should contain a condition requiring:

“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

- 10.21 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 any design code produced for the site.

Assessment, Mitigation and Monitoring

Housing Quality and Design

- 10.22 The mitigation measures proposed are supported.

Access to Healthcare Services and other Social Infrastructure

- 10.23 The mitigation measures proposed are supported, however there appears to be no mitigation measure for community development workers i.e. the application should provide, as part of the Section 106 agreement, Community Development Workers or equivalent, and such workers should be available prior to first occupation.

Access to Open Space and Nature

- 10.24 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 any Design Codes for the site.

Air Quality, Noise and Neighbourhood Amenity

- 10.25 The mitigation measures proposed are supported.

Accessibility and Transport

- 10.26 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 any design code for the site, in addition the Reserved Matters application should also include Electric Vehicle Charging points and these should be carried forward within any design code.

Crime Reduction and Community Safety

- 10.27 The mitigation measures proposed are supported and should be used in the preparation of any design code for the site.

Access to Healthy Food

- 10.28 The mitigation measures proposed are supported, however the applicant should consider healthy options for on-site catering for construction workers. The proposal to control A5 units on site is welcomed and supported in addition the recommendations and findings of the Town and Country Planning Association (TCPA) guidance on “Planning Healthy Weight Environments” should be included within any design code for the site.

Access to Work and Training

- 10.29 The lack of mitigation measures proposed are supported due to the nature of the application as the application is for onsite housing for the wider workforce working on the campus.

Social Cohesion and Lifetime Neighbourhoods

- 10.30 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” and the lack of a commitment to provide a community development worker/resource needs to be addressed.

Minimising the use of resources

- 10.31 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 through the reserved matters applications and any design code.

Climate Change

- 10.32 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 through the reserved matters applications and any design code.

Areas not addressed within the Application

- 10.33 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. The HIA mentions the hope to “open up” the development to existing residents but is unclear on how this will be achieved.

Summary of Public Health Comments

- 10.34 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.
- 10.35 Most of the mitigation measures will need to be agreed at the Reserved Matters stage and design coding. In order to have confidence that the mitigation measures contained in the Health Impact Assessment are implemented a “Statement of Compliance” should be submitted with each Reserved Matters Application.

Annex 1: Transport Assessment Comments

Wellcome Genome Development, Hinxton

(S/4329/18/OL)

PREPARED BY: Transport Assessment Team

AUTHOR: Emily Burnet

CHECKED: David Allatt

DATE: 23rd January 2019

Response: 1

Headline

Holding objection:

A holding objection is recommended at this stage due to:

- There being are a number of issues identified in the below response primarily concerning the development mix, trip generation, internalisation of trips, accident data and mode share, which will require further information and/or clarification to be provided in order for the Transport Assessment and associated appendices to be reviewed in full.
- There are a number of outstanding issues concerning the site strategy, off-site improvements and parameter plans which need to be addressed, including the provision of a Stage One Road Safety Audit for each of the proposed improvements to the highway network.

Baseline Conditions and Planning History	
Accident Assessment	
Traffic surveys	
Policy section	
Development proposals	
Site Strategy and offsite improvements	
Sustainable Transport Strategy	
Trip Generation and Assignment	
Distribution and Assignment	
Paramics modelling	
Development Impacts	

Mitigation	
Travel Plan	

Pre-application discussions were held between the Vectos, the Wellcome Genome Campus, City Council and County Council concerning the proposals. Discussion with Vectos and the Wellcome Genome Campus concerning the Transport Assessment.

This document provides a review of the Transport Assessment and Appendix I: Trip Generation and Distribution Note dated December 2018. These documents were produced by the applicant for the proposed expansion of Wellcome Genome Campus in Hinxton.

It should be noted that the below review does not cover all elements of the Transport Assessment, and therefore if an element of the assessment is not explicitly referred to it does not mean that the County Council are in agreement with it. The remaining sections of the Transport Assessment will be reviewed once the information requested in the below response has been received.

Note that the Greater Cambridge Partnership (GCP) shall provide a separate response to the planning consultation. To ensure a joined up approach, it will be important to coordinate transport discussions regarding the proposals with the County, GCP and CA.

Transport Assessment - December 2018

Technical Note paragraph	Comment	Action Required
2.14	It is noted that there is 1,185sqm of unimplemented floorspace from the 2009 planning application. How is this being considered as part of the current assessment and planning application?	Details should be provided of how this unimplemented floorspace has been considered in the current assessment.
Figure 4	The footpath to the west of the A1301 is not clear of the plan, nor is the location of the byway discussed in paragraph 2.27.	Figure 4 should be revisited as not all the facilities described in paragraph 2.24 to 2.28 are clearly indicated.
Figure 5	The pedestrian isochrones should only be shown along routes that it is possible to walk or alternatively the sections where footpaths are lacking are indicated.	Figure 5 should be updated to only show isochrones along routes that it is possible to walk or to indicate where footpath facilities are lacking.
Figure 6	The cycle isochrones should only include those routes it is possible to cycle. Not all routes are suitable for all types of cyclist.	Figure 6 should only consider those routes that it is possible to cycle.

Technical Note paragraph	Comment	Action Required
2.42	Details should be provided concerning the existing capacity of the campus buses e.g. number of services on each route and number of seats.	Details should be provided concerning the capacity of the current campus bus services and the number that run during the AM and PM peaks.
2.52	Consideration should be given to the masterplan and Stage 2 report that is now available for Whittlesford parkway.	Details need to be provided concerning the Whittlesford Parkway proposals.
2.53	This should refer to Addenbrookes.	
Table 2.4	The survey results should be compared to the Travel for Cambridgeshire survey to understand how they compare.	Travel survey results should be compared to the Travel for Cambridgeshire survey results.
2.72	More recent accident data should be available and therefore this should be obtained and reviewed to ensure the most recent 60 months of data is considered.	The most recent 60 months of accident data should be obtained and reviewed as part of the Transport Assessment.
2.74	Consideration should be given to junctions that will be subject to additional trips as a result of the proposed development to understand whether there is an existing accident issue and whether the development will exacerbate the existing situation.	Consideration should be given to the accidents that have taken place at the A505/ A1301 and M11 junctions, and whether the development will exacerbate the existing situation.
2.89	With the exception of the February 2018 data, the remaining traffic surveys are considered acceptable for use in this assessment.	
2.103	It is noted that there is shown to be some rat running by those traveling to the Campus via Hinxton Road, although this is considered to be minimal. It would be helpful to detail the total number of rat runners in addition to those travelling to and from the campus.	The total number of vehicles undertaking rat running should be detailed, not just those associated with the campus, to understand the extent of the existing issue.
4.3	Comments are provided concerning the parameter plans later in the response.	Refer to comments later in the response.

Technical Note paragraph	Comment	Action Required
Table 4.2	The housing mix assumption appear to not be fixed and do not refer to the specific split in housing and flat numbers that are referred to in the Trip generation note in Appendix I. Reassurance is therefore needed that the scenario that has been assessed reflects the housing mix that can come as a result of the planning application, and that it is not possible for a different housing mix to come forward that would result in a higher trip generation.	The inconsistency between the housing mix referred to in Table 4.2 and that presented in the Trip generation note needs to be clarified. The County Council requires reassurance that the housing mix is appropriate and the worst case in terms of residential trip generation has been assessed.
4.8	The dwellings that will be available on campus will be for campus linked workers which will be controlled by an obligation. The suggested condition also refers to key workers being able to occupy the dwellings which is of concern to the County Council as these would result in additional trips on the network have not have been considered in the Transport Assessment.	Reassurance is needed that the ownership of the properties will not result in additional trips on the network in the short and longer term.
4.9	It is noted that a planning condition will limit the uses on site to those from or organisations which can show a demonstrable link to the uses and activities on the site. Clarification is sought that this will be specified to B1 research and development and B1 office will only be present for ancillary purposes.	Clarification is sought concerning what the restriction will include/ involve.
4.11 – 4.15	The assumptions made concerning the trips associated with each of the uses on site are commented on in the Trip Generation and Distribution Scoping Report section of this response.	
	The site access strategy and off-site highway works are reviewed in later sections of this response	
	The base Paramics model is considered suitable for use in this assessment. The future model is yet to be agreed.	

Technical Note paragraph	Comment	Action Required
	The development impacts and Sustainable Strategy will be commented on once the trip generation, distribution, assignment and forecast year Paramics model has been signed off. It is recommended that the junction models be provided for review once these elements have been agreed.	

Appendix I: Trip Generation & Distribution Scoping Report – November 2018 version 1

Technical Note paragraph	Comment	Action Required
2.5	The conference area is not included as part of the vehicular trip generation which is acceptable to the County Council. However, the conference attendees are included when deriving the vehicle trip rate per person. Therefore, clarification is sought concerning this inconsistency.	Clarification is sought concerning this inconsistency.
2.5 pg 12	The County Council agree that the October 2018 traffic flows are considered appropriate for use in this assessment.	
2.7	The approach to exclude the conference facility users from the vehicle trip rate per 100 sqm resulting in a more robust trip generation will be dependent on the hours of operation of the conference facilities on the survey days.	The applicant needs to confirm what the operation hours of the conference facilities were on the days surveyed.
2.9	Applying the vehicle trips to the campus mode share is considered appropriate for the purposes of this assessment and the trips by mode identified in Table 2.6 and Table 2.7 are agreed.	This is agreed in principle subject to the surveyed mode share being compared to the Travel For Cambridgeshire survey mode share.
2.14	Was the conference facility operational during the peak e.g. when did people arrive/ depart?	Clarification is needed concerning the operation hours of the conference centre.

Technical Note paragraph	Comment	Action Required
	<p>It is not clear where the vehicle trip rate per person is applied in the trip generation note and therefore clarification is sought.</p> <p>Further discussion may be needed considering the use of this trip rate in the assessment.</p>	It is not clear where the vehicle trip per person trip rate is used in the assessment and whether this is appropriate, therefore clarification is sought.
3.2	Clarification is needed concerning the inclusion of flats in the planning application, and if the consent allows for conventional housing, if so this will need to be assessed as a worst case. Unless it can be confirmed that the housing mix will be secured through planning.	As mentioned previously reassurances are needed concerning the housing mix and the trip generation assessed.
3.3	It is considered appropriate to use person trip rates extracted from TRICS to predict trip generation for residential uses.	
Table 3.2	The person trips rates for houses are consistent with those agreed during pre-application process.	
Table 3.5	The person trip rates for flats are consistent with those agreed during pre-application process.	
Table 3.7	See point 3.2 above	See point 3.2 above
3.4	<p>It is acceptable to assume 1 employee is resident in each dwelling, subject to the ownership query identified earlier in the response being addressed.</p> <p>Those living on the campus will not be eligible for a car parking space in the Genome Campus car parks, this will need to be secured through condition.</p>	The restriction preventing those that are resident on the proposed site from bringing a car to the Genome campus needs to be secured through an appropriate planning obligation.
Table 3.8 and 3.9	The figures in this table are considered to overestimate the number of residential trips travelling to and from the campus due to one resident resulting in one trip to and from the campus. However, when applying this to	Further consideration needs to be made to the residential trips travelling to the campus given the need for an absenteeism factor.

Technical Note paragraph	Comment	Action Required
	the person trip generation an absenteeism factor (identified from traffic/ travel survey data) should be applied.	
Table 3.11	It is not clear from the information presented how the total person trips in this table have been derived, therefore further clarification is sought.	The applicant needs to confirm how the person trips in Table 3.11 have been derived.
Table 3.12	The use of National Travel Survey for identifying trip purpose for external residential trips was agreed during pre-application discussions	
Table 3.15 and 3.16	The methodology for identifying non-work related person movements by purpose for the residential use is agreed	
Table 3.17 & 3.18	The primary and secondary internalised proportion or trips accord with those agreed as part of the pre-application discussions.	
Table 3.17 & 3.18	Justification for the 80% internalisation for shopping and non-retail trips other than identifying these as convenience trips. Justification is needed.	The applicant needs to provide further justification concerning the internalisation proportion applied.
Table 3.17 & 3.18 Personal Business	Clarification is needed concerning the Health and Wellbeing Centre, and whether it will be a GP surgery. Attributing 80% of personal business trips to travel to this one facility requires further justification and evidence to provide reassurances that this is a reasonable assumption.	The applicant needs to provide further justification concerning the internalisation proportion applied.
Table 3.17 & 3.18 Recreation/ Social	Further evidence is needed to justify the proportion of internalised trips identified for the recreation/ social trips.	The applicant needs to provide further justification concerning the internalisation proportion applied.
Table 3.19 & 3.20	The comments in the above section concerning the need for additional evidence to support the proportional split between internal and external trips for each trip purposes need to be addressed, which may lead to a need to revisit these tables.	This has not been addressed from the pre-application process. The applicant needs to provide evidence for the assumptions posed in terms of internalisation proportions.

Technical Note paragraph	Comment	Action Required
Table 3.23	The OGV residential trip rates are agreed, subject to the housing mix being secured/ guaranteed.	
Table 4.1 Commercial	The TA refers to the employment uses that can come forward being restricted to similar uses to the current research and development use.	The mix of employment uses that can come forward on the site will need to be secured through planning obligation.
Table 4.3 and 4.4	The removal of residential person trips based on 1,500 employees needs to consider an absenteeism factor, it appears that the internalised trips are being over estimated at present.	As previously stated earlier an absenteeism factor needs to be applied to the trips taking place internally between the residential units and the campus.
4.12	It is not made clear what the justification is concerning the split between those that choose to cycle or walk to the campus from the proposed residential dwellings e.g. such as the percentage of the existing and proposed development that is within walking distance from residential dwellings.	The applicant needs to clarify of how the proportion of pedestrians and cyclists were derived.
5	The overview of the existing conference centre is helpful in understanding how such a facility might be used as part of the proposed development.	
5.17	The Hotel TRICS output provided in Appendix D only provides trip rates per 100 sqm not the per bedroom trip rate referred to in this section. Therefore, the County Council are unable to comment on the suitability of the trip rates at this stage.	Hotel TRICS output per Bedroom to be provided.
5.20	Further justification is required concerning the 80% of trips expected to be linked trips with the conference centre.	The applicant to provide further justification
5.23	The use of a first principles assessment of the conference facilities was agreed during pre-application discussions.	
5.24	Clarification is needed concerning the capacity of the conference facility proposed and the number of delegates assessed.	Clarification is needed concerning the capacity of the conference facility and the number of

Technical Note paragraph	Comment	Action Required
		delegates that have been assessed.
5.25	Further explanation is needed concerning the facilities reducing the impact on the peak travel periods.	Further explanation is needed concerning the facilities reducing the impact on the peak travel periods.
5.26	<p>The average number of delegates should be reviewed considering the total capacity of the facility may differ from what has been assessed.</p> <p>The staffing levels being 5% of capacity has been assumed although it is not clear where this figure has been derived.</p> <p>It is noted that only 23% of conferences start at 09:00 and finish at 17:00.</p> <p>The staff arrival and departure times occurring an hour before the conference is considered reasonable.</p> <p>50% of the trips are expected to be linked with the hotel and other uses. Justification should be provided to demonstrate the percentage of linked trips identified.</p> <p>The use of the Census 2011 Journey to Work mode share needs further justification given the local nature of some of the journey to work trips which may not be representative of delegates. Therefore, it is understood that there may be mode data collected by the campus on arrival to a conference, which would be more representative of delegates' mode of travel.</p> <p>The County Council require the assessment of the conference facilities to consider a full capacity scenario.</p>	<p>The average number of delegates given the total capacity of the conference facilities.</p> <p>It should be clarified what basis the 5% of capacity will indicate staff numbers.</p> <p>It should be indicated where the 50% of conference trips being linked has been derived from and evidence for this.</p> <p>Further justification is needed concerning the use of census journey to work data for delegate mode share. It would be advisable that the mode share be obtained from information collected from delegates at the campus for the existing facility.</p> <p>A scenario considering the full capacity of the conference facilities needs to be assessed.</p>

Technical Note paragraph	Comment	Action Required
Table 5.9	Further clarification is need concerning the assumptions made in deriving the conference centre trip generation.	Further details needed on the assumptions used to derive the conference centre trip rate and the relationship with the hotel.
Table 5.10	The Hotel TRICS output is required in order for CCC to comments on the OGV trip rate and trip generation.	The TRICS output for the hotel use should be provided.
6.1	The proposed opening hours of the Museum should be restricted by planning condition, otherwise the trip generation will need to be considered during the AM and PM Peaks	The opening hours should be restricted through planning condition if the assessment does not include for trips that are expected to take place in the peak periods.
Table 6.2	<p>The Genome Discovery Centre trip rates do not match the TRICS output provided in Appendix E, this needs to be addressed.</p> <p>Reassurances are needed concerning the trip generation for a building that is circa. 5000sqm. What is the capacity of the facility expected to be?</p>	<p>The trip rates need to be updated to reflect those presented in the Appendix or the correct TRICS outputs be provided.</p> <p>The capacity of the Discovery museum should be stated in order to understand the appropriateness of the trip generation identified.</p>
6.9	Justification is required concerning the internal and external split for the Genome Discovery centre and whether staff will have joint roles between the discovery centre and rest of the campus.	The applicant needs to provide justification for the internal/ external assumption.
6.12	Delivery and servicing will be commented on once the TRICS outputs has been provided.	See earlier comments requiring the TRICS output to be provided.
7.2	The inclusion of the Cultural Anchor in the Discovery Centre floor area is considered to be appropriate.	
7.3	The uses having a local catchment of the campus and local villages is considered to be reasonable given the land uses proposed.	
Table 7.2	The Sports and Leisure trip rates are considered to be reasonable and therefore	

Technical Note paragraph	Comment	Action Required
	acceptable for the purposes of this assessment.	
Table 7.9	The nursery trip rate is considered to be reasonable for the purposes of this assessment.	
Table 7.12	The trip rates for the community use appear to be quite low and therefore further consideration should be given to these trips.	
Table 7.11	The trip rates for the Centre for health and wellbeing are considered to be a bit low for the peak periods, although this would depend primarily on the opening hours of the facility.	Trip rates for the Centre for health and wellbeing are considered to be a bit low for the peak periods, although this would be dependent on expected opening times.
Table 7.13	The retail element has been identified as local shops, while a convenience store may result in higher trip generation. It is understood that a restriction will be placed on the retail element that prevents any store being provided that is greater than 500sqm. The local shop trip generation should include allowance for a convenience store being one of the shops provided and the trip generation should reflect this.	Further assessment is needed concerning the trip generation for the retail element to demonstrate a convenience store has been considered in the trip generation assumptions. The restriction on retail floor area will need to be secured through condition.
7.20	Further justification is needed concerning the internalisation proposed for a number of uses detailed above.	Further justification is need concerning the internalisation applied for some of the uses as detailed above.
Table 8.1	The staff mode share derived from the 2017 staff survey should be compared to the Travel for Cambridgeshire mode share. Clarification is sought how the car driver and other car passenger uses have been derived.	As stated earlier in the response the surveyed mode share for the campus needs to be compared to Travel for Cambridgeshire survey mode share. Clarification is needed how the car driver and car passenger mode proportions were derived.
Table 8.2	The simplification of the car driver and passenger data will be commented on once the above clarification has been provided.	

Technical Note paragraph	Comment	Action Required
Table 8.5 residential mode share	The external residential mode share has been adjusted to reflect the transport strategy. The Transport Strategy will be commented on once the impact assessment has been agreed.	The assessment should consider the development impact with and without the target mode share.
Table 8.5 commercial	<p>The commercial mode share has been adjusted to reflect the transport strategy. The Transport Strategy will be commented on once the impact assessment has been agreed.</p> <p>It is proposed that the commercial mode share will be used for the ancillary uses, although it should be noted that not all the modes listed will be suitable for this purpose e.g. rail/ train. Although it is recognised this is unlikely to have a significant impact on the assessment findings.</p>	<p>A review of the Transport Strategy will follow once the development impact has been agreed.</p> <p>Consideration should be given to what modes are appropriate for the ancillary uses.</p>
8.13	Further evidence is needed concerning the use of the census mode share for the hotel and conference facilities, as the conference delegates and hotel guest would be expected to travel further than the average journey to work trips and therefore their mode choice may be different.	Further consideration is needed concerning the hotel and conference centre mode shares.
9.3	The use of South Cambridgeshire MSOA 017 for residential trips travelling external to the site is considered reasonable.	
9.4	As the sample size is not detailed it is recommended that the routings are sense checked as the TomTom routing may be based on a small sample size which may not be representative.	Reassurance is needed concerning the routings applied.
Figure 1 and Figure 2	<p>Although most of the routings appear logical the A505 (East) MSOA appears to be directly north of the Genome site via the A1301, therefore clarification is needed in this instance.</p> <p>The trips within the A505 (west) MSOA should be distributed to key employment sites and therefore are likely to be split</p>	Clarification is needed concerning the A505 (east) and A505 (west) routings given the concerns detailed.

Technical Note paragraph	Comment	Action Required
	across the MSOA in both east and west directions rather than primarily via west A505.	
Figure 3 and 4	When routing of trips using the staff postcode data, what was the sample size of the dataset and were the staff postcodes used only those that drive to the campus?	Clarification as to the sample size of the dataset and whether travel by mode was considered in this analysis e.g. those traveling by modes other than the private car excluded.
Table 9.1 and 9.2	It would be recommended for the Residential and Commercial distributions be put side by side so the routing and the percentage of trips using that route can be compared.	A comparison of the residential and commercial distributions should be undertaken.
9.13	Further justification is needed concerning the commercial assignment being applied to the Hotel and Conference Centre, Genome Discovery and Ancillary land uses.	Further justification is needed concerning the application of the commercial assignment to the Hotel and Conference Centre, Genome Discovery and Ancillary land uses.
10	This section will be reviewed once the above queries raised concerning the trip generation, distribution and assignment have been addressed.	
10.4	The inclusion of a 5% contingency for vehicle trips provides some reassurance, however this does not negate the need for the above comments to be addressed.	The above comments will need to be addressed by the applicant to demonstrate that the assessment is sound.

Site Strategy, off-site improvements and parameter plans

Reference	Comments
	1. No Stage One Road Safety Audit has been undertaken on the proposed alterations to the Roundabout at the junction of the A505 and the A1301 (locally known as the MacDonald Roundabout), or the proposed alterations to the slip roads from the A11 to the A1301 heading north. Until the Stage One Safety Audit has been completed and all/any problems have been identified have suitably addressed there is no guarantee that either of these schemes will not present risks

Reference	Comments
	<p>and hazards that fall outside the range of such elements that a user of the adopted public highway may reasonably expect to encounter.</p> <p>2. No Stage One Road Safety Audit has been undertaken on the proposed alterations to the A1301 to provide access to the new development. While the southern roundabout is of a standard design and therefore unlikely to present many unforeseeable problems the proposed northern access is more unusual. While the principle of this design, in so much as it blocks the view along the A1301 is supported by the Highway Authority this does not intrinsically mean that the design may not have any unacceptable risks and hazards. Therefore the design must be subject to the required road safety audit, to ensure that the scheme will not present risks and hazards that fall outside the range of such elements that a user of the adopted public highway may reasonably expect to encounter.</p> <p>3. The proposals for the modifications along the A1301 between the existing roundabout access to the Wellcome Site and the proposed northern roundabout include for a toucan crossing. While such an installation may function effectively once the whole site has been built out the present application does not provide any details of how the crossing will operate during the proposed eleven year construction programme. Under used controlled crossing points have the potential to create a phenomena known as 'red light blindness' where drivers fail to see the red light at the crossing as the signals are perceived as being 'always green'. This is of particular concern as the proposed crossing is situated close to the southern roundabout and vehicles will naturally be accelerating away from the exit. Unless it can be demonstrated that the proposed crossing can operate within acceptable limits its installation will be unacceptably hazardous. Encouraging pedestrians to cross the A1301 without a formal crossing would also unacceptable to the Highway Authority.</p> <p>4. The proposed shared use pedestrian/cycle route on the western side of the A1301 between New Road and North End Road represents an essential part of the proposals strategy to reduce dependence on the private motor car as the principal method of accessing the site. However, there appears to be insufficient space within the existing highway verge to provide this route and the designs as presented do not appear to take this into consideration. If this route is not provided many of the assumptions within the traffic modelling in terms of mode shared may be seriously undermined.</p> <p>The above request (3) may be overcome if the applicant provides details of the proposed shared use path showing its construction relative to the existing adopted public highway.</p> <p>Other Comments:</p> <p>The proposals for the modifications along the A1301 between the existing roundabout access to the Wellcome Site and the proposed northern roundabout include for a toucan crossing. In order to install a toucan crossing within the adopted public highway there is a requirement for a Traffic Regulation Order</p>

Reference	Comments
	<p>(TRO). The legally required advertisement process associated with the TRO, would enable any member of the public to object to the crossing if they so wished. If any objections were received these would have to be resolved by the Highway Authority's committee, which operates wholly independently of the planning process. If, and this seems highly likely, the schemes ability to 'safely' permit pedestrians and cyclists to cross the A1301 requires the crossing, the TRO process risks the Highway Authority becoming the final arbiter of a planning application, as the Highways and Community Infrastructure Committee could refuse to permit the installation of the crossing. This is a situation that neither the Highway Authority nor the Planning Authority finds acceptable.</p> <p>The parameter plans for the proposed works to the A1301 seem to provide for a very constrained outline for the works. While it is accepted that this is an attempt to control what can be brought forward an increase in the boundary of the parameter plan would be welcomed to provide more flexibility over what can be achieved.</p> <p>The parameter plans show a dedicated access to the proposed multi-storey car parks in the southern section of the development site. All points of access are points of conflict and at present the Applicant has not provided a suitable rational for this access. From the perspective of the Highway Authority it would be preferable if the southern roundabout were used as the main access to the site and therefore most potential conflicts between differing traffic modes be contained within the applicant's site and not within the adopted public highway.</p> <p>The parameter plans show that the proposed buildings are to be set back 10m from the edge of the adopted public highway. This means that including any shared use facility a motorist is likely to be 14m or so away from the building frontages. This distance may not be sufficient to provide a suitable level of enclosure, in particular if there is tree planning within this space as this may have the feel of replicating a field boundary, which in turn may not substantially affect driver behaviour.</p> <p>During the pre-application meetings held with the applicant the question of what will happen to the existing reception building and car park was raised as this will not be required when the more open campus policy is introduced. On the Master Plan this area is shown as being unchanged. The retention of a large volume of planting which efficiently screens the existing Campus is unlikely to engender any change in driver behaviour which is a key element in enabling pedestrians and cyclists to cross the A1301 at the proposed toucan crossing. Suitable alterations to this space to create a sense of enclosure should be shown on the Masterplan.</p> <p>The Design and Access Statement shows the use of a medium strip along the A1301. This is unacceptable to the Highway Authority and these illustrative plans should be removed from the document as should any reference to non-standard materials within the existing or proposed adopted public highway.</p>

CONNECTING CAMBRIDGESHIRE PROGRAMME - FULL FIBRE TARGET

To: Economy & Environment Committee

Meeting Date: 14 March 2019

From: Graham Hughes, Executive Director - Place & Economy

Electoral division(s): All

<i>Forward Plan ref:</i>	n/a	<i>Key decision:</i>	No
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Purpose: **To consider the overall approach and target for “full fibre” to support better digital connectivity for Cambridgeshire**

Recommendation: The Committee is recommended to :

- a) Approve the recommendation to set a new full fibre target to achieve over 30% coverage across Cambridgeshire and Peterborough by 2022, within the existing Connecting Cambridgeshire budget.
- b) Note the approach to the Government's Local Full Fibre Network (LFFN) Programme delivery, including use of Council assets to support better connectivity.
- c) Approve the creation of a *Fibre Ducting in Transport Schemes* policy for the Council, to include design and delivery of fibre ducting in all infrastructure schemes going forward.
- d) Delegate to the Executive Director - Place & Economy in consultation with the Chairman & Vice-Chairman of the Committee, authority to finalise the detailed wording and oversight of implementation of *Fibre Ducting in Transport Schemes* policy.

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1. BACKGROUND

“Digital connectivity is now a utility, and modern life is increasingly impossible without it. Connectivity drives productivity and innovation, and is the physical underpinning of a digital nation” UK Government Digital Strategy 2017

- 1.1 The UK Government’s 2017 strategy set out why connectivity is a vital element of the nation’s digital strategy which provides a foundation for economic strength, thriving communities and successful localities. Following the conclusion of its *Future Telecoms Infrastructure Review* (FTIR) in the summer of 2018, the government has restated and refined its ambitions – underlining the importance of full fibre (“fibre to the premise”) connectivity in supporting better connectivity and facilitating the development of next generation mobile 5G services for a world leading digital economy.
- 1.2 Much like the development of the railways or electrification, digital technology is seen as a “game-changer” that significantly impacts the economic strength of an area and ultimately will impact the future prospects for the UK. The importance of fibre ducting is analogous to that of laying physical rails when steam trains were first developed. The availability of ubiquitous fibre is the pre-cursor for ubiquitous connectivity, as fixed, wireless and mobile connectivity all require a fibre “backhaul” as a minimum, with increasing requirements for end-to-end fibre for “ultrafast” connectivity. The faster speeds and greater capacity of 4G and forthcoming 5G services will increasingly rely on fibre backbones to connect the mobile infrastructure and deliver the reliability, speed and capacity offered by fibre-optic technology.
- 1.3 Full fibre connectivity is considered to be a future oriented technology as well as providing connectivity for the needs of today. It offers greater reliability than copper broadband infrastructure and provides significant capacity for expansion to cope with anticipated future demand. In 2010, the mean download speed across the County was 3mbps. By the end of 2018, that had increased to 37mbps and it is reasonable to assume this will increase by a factor of ten at least over the next decade.
- 1.4 In March 2017, the E&E Committee approved the “Connectivity Blueprint” for the County and in August 2018 endorsed the expansion of the programme and approved a partnership approach with the Cambridgeshire and Peterborough Combined Authority (CPCA) to support new targets for mobile and full fibre coverage. This included a threefold increase in the full fibre footprint coverage target for Cambridgeshire & Peterborough which would take coverage to just over 12% by the end of 2022.
- 1.5 Following on from the publication of the FTIR, the Government have set a revised target of achieving almost 50% (15m premises) full fibre coverage across the UK by 2025, with ubiquitous coverage by 2033. It anticipates that much of the coverage will be delivered commercially, with the more challenging “final 10%” requiring significant levels of public subsidy. Government budgets and delivery plans to ensure that the 50% target is met are not yet clear, but it is anticipated that further challenge funds may become available from late 2019/2020 onwards.

2. MAIN ISSUES

Full Fibre Coverage Target

- 2.1 Last year the Council set a target to triple the County's full fibre footprint, to take it from 4% coverage in January 2018 (in line with the UK average) up to 12% by 2022. As part of the expanded plans agreed in 2018, the Connecting Cambridgeshire Programme has been pursuing a multi-faceted approach to improving full fibre coverage, including facilitating private investment from commercial providers and combining EU and Government funding streams to deliver work streams which will collectively increase the fibre footprint across the county. This has included the establishment of the "Enabling Digital Delivery" (EDD) function which undertakes a liaison role with local authority teams and telecommunications providers to help resolve wayleaves, street works and planning issues – speeding up deployment activities and reducing the barriers to telecommunications infrastructure rollout.
- 2.2 By January 2019 the fibre coverage for Cambridgeshire and Peterborough had risen to 8.29%, edging above the England coverage of 5.69%. Over the next four years, it is anticipated that the following initiatives/funding streams will help facilitate a further increase in fibre coverage across the county:
- i. Over the last year the Phase 2 and 3 Superfast Broadband rollout contracts have had an increasing focus on full fibre delivery and all Phase 3 Superfast Broadband rollout will be full fibre to the premise (FTTP) going forward. The combination of contract clawback and additional funding from the Government's Department for Rural Affairs (DEFRA) Rural Broadband Scheme will help to contribute up to 5000 additional full fibre premises as part of the Phase 4 Superfast Broadband rollout, including to some of the more hard to reach rural areas.
 - ii. The early successes of the EDD team have been complemented by commercial investment announcements over the last 12 months from City Fibre, Hyperoptic, Cambridge Fibre Networks and others – primarily in the dense urban areas of the county. The combined investments will make a significant contribution to the fibre footprint across the county.
 - iii. The successful bid into the Government's Local Full Fibre Network Programme (LFFN) as outlined in Section 2.2 will also increase the fibre coverage across the county by developing the Council's fibre assets and extending access to fibre by connecting public buildings, particularly in the more rural locations of Huntingdonshire, East Cambridgeshire and Fenland where there is a currently low fibre availability.
- 2.3 Given the extensive plans to date and the success in drawing together additional funding streams it is considered that a more ambitious target would more properly reflect the needs of homes and businesses in the coming years. Therefore, the full fibre coverage target should be increased from the current 12% with an aim to achieve over 30% coverage across Cambridgeshire and Peterborough by the end of 2022. This would represent a challenging stretch target, requiring a strong focus on successful commercial as well as market intervention deployment. However, with

the funding streams secured from multiple sources it is anticipated this can be achieved within the existing Connecting Cambridgeshire budget.

Local Full Fibre Networks Programme (**LFFN**) Programme

- 2.4 The Department for Digital, Culture, Media and Sport (DCMS), alongside its delivery arm Broadband Delivery UK (BDUK) is responsible for UK government digital policy and associated intervention and support funding. The LFFN was set up in 2017 to disperse funding to support the UK's full fibre targets on a competitive basis to local areas. The Council was successful in the initial round of funding with a £4m bid.
- 2.5 The LFFN programme encompasses several interlinked funding streams to support "gigabit capable" infrastructure delivery, including:
1. Connectivity vouchers for small businesses and associated residential communities (known as the Gigabit Voucher Scheme - run as part of a national scheme by DCMS).
 2. Support for full fibre connectivity for public sector buildings (known as LFFN PSBU – public sector building upgrades)
 3. Support for the development of public sector digital connectivity assets, including fibre ducting (known as LFFN PSAR – public sector asset re-use).
- 2.6 The Connecting Cambridgeshire LFFN bid encompasses both PSBU and PSAR. The LFFN PSBU will provide funding for fibre upgrades to c.150 public buildings across Cambridgeshire, primarily in parts of Huntingdonshire, East Cambridgeshire and Fenland in areas where there is currently a lack of full fibre available to support gigabit capable services. This work stream will dovetail with the recent procurement exercise for collaborative public sector connectivity (known as Eastnet) which the County Council led on behalf of the sub region and for which the contract was awarded to MLL Telecom in 2018.

LFFN Public Sector Assets Re-use (PSAR)

- 2.7 There are two discrete sections of the Cambridgeshire Guided Busway, comprising of the Northern section, from Milton Road in Cambridge through to St Ives and the Southern section from Cambridge central station through to Trumpington Park and Ride, with a spur to the Addenbrookes Biotech Campus.
- 2.8 When construction of the Cambridge Guided Busway commenced in 2007, fibre ducting was incorporated into the design, potentially providing digital connectivity across Cambridge and out towards the rural areas. However, the fact that the two sections of busway are not linked and do not have any capacity to offer "break-out" chambers means that the two sections of fibre ducting are essentially "stranded", and are currently providing limited connectivity for the busways own operational management.
- 2.9 The LFFN PSAR bid is focused on the development of the Council's fibre duct assets in the Northern and Southern sections of the busway. It includes plans to link and extend the ducts in the busway by deploying additional fibre ducting and access

chambers as part of the Chisholm Trail and the Linton Greenway walking and cycling scheme to provide a 40km fibre corridor from St. Ives to Linton.

- 2.10 LFFN PSAR funds of up to £800k are available to support the development of the Council's assets, provided certain criteria are met. These include the requirement to market the assets on a commercial basis in a manner which is state aid compliant. In order to meet these criteria and to provide a more commercially viable offering, the PSAR project includes a proposition to build on recent collaborative working with the University of Cambridge. This will link the University's 60km fibre network with the County's assets and establish a commercial joint venture to market the fibre ducting for use on a wholesale basis by local telecommunications providers and provide "dark fibre" services directly to businesses.
- 2.11 Making these assets available on a commercial basis will offer a range of benefits, which include:
- a. Contributing to the increased full fibre targets for the area and improving connectivity for residents, businesses and public services.
 - b. Providing a long term commercial return to the Council from assets which are currently underused.
 - c. Helping to deliver "connected transportation routes" which will provide digital infrastructure to underpin anticipated developments in autonomous vehicles and infrastructure to vehicle, infrastructure to infrastructure and vehicle to vehicle communications over the next decade or two.
- 2.12 A report outlining more detail about the proposed collaboration with the University of Cambridge is being considered by the Council's Commercial and Investment Committee, which makes a recommendation to proceed with the establishment of a joint venture arrangement for the commercial development of the Council's fibre duct assets.

Fibre ducting in transport infrastructure schemes

- 2.13 The opportunities presented by digital technology all ultimately rely on the physical deployment of fibre ducting and mobile networks. Whilst the requirements for electricity or water are well understood and infrastructure and new build housing schemes have been incorporating these utilities in a manner which has evolved over more than a century, the provision of fibre ducting has only become common over the last few decades. To date there has been a lack of a standard national approach to ensuring that appropriate fibre ducting is included in all infrastructure schemes.
- 2.14 The impact of this is significant as it is estimated that 90% of the civils costs for the deployment of fibre ducts are linked to retrofitting, even without taking into account the disruption, congestion and lost productivity caused by digging up roads and pavements to lay fibre ducting.

- 2.15 Market forces as well as national planning policy are increasingly driving the delivery of full fibre infrastructure for new homes, however this does not happen by default for transport infrastructure schemes.
- 2.16 Fibre ducts have a long life (estimated to be 30+ years) and whilst new developments are expected in future years with regards to the manufacture and configuration of fibre-optic networking technology, current fibre installations are anticipated to have a very long lifespan. With the ducts in place, in the event that fibre needs to be replaced or augmented “pulling” or blowing new fibre is a relatively low cost operation, as long as the relevant construction standards are adhered to.
- 2.17 As a high growth area, with a significant number of planned transport schemes as well as a high reliance on digital technology, Cambridgeshire is a natural location to be at the forefront of developing new practises and policies to ensure that leading edge digital connectivity is available to support the local economy and underpin flourishing communities over the next decades. In addition to supporting better connectivity for businesses, residents and public services, incorporating digital connectivity in all new transport schemes will help to ensure that our road, cycling and pedestrian routes are able to take advantage of emerging and next generation transport technology such as autonomous vehicles, Artificial Intelligence (AI) driven decision making and dynamic highways management.
- 2.18 Given that 90% of the cost of fibre ducting is associated with retrofitting, deploying ducting as part of transport infrastructure schemes is not only a significantly lower cost, it also minimises the disruption and potential damage to new roads/pathways as well as the additional congestion associated with retrofitting ducting.
- 2.19 A policy is proposed which will require all new transport infrastructure schemes (whether delivered by the County Council or external bodies such as Highways England) to incorporate fibre ducting design and deployment within the scheme design. A similar policy will be proposed for other commissioning bodies such as the Greater Cambridge Partnership and the Cambridgeshire and Peterborough Combined Authority (CPCA). This will complement planning conditions which currently require fibre ducting or fibre provisions to be made for new housing developments.
- 2.20 The policy should apply to all new schemes, and existing schemes already underway should incorporate fibre ducting design and deployment where possible.
- 2.21 Duct design and deployment costs (anticipated at less than 0.25% depending on scheme size) should be incorporated into the overall budget for new schemes going forward. Existing schemes should be examined to determine whether it is viable to incorporate fibre ducting and funding to cover any incremental costs should be sought from the relevant Connecting Cambridgeshire Programme LFFN/CPCA funding streams where possible. Funds are currently allocated up to March 2022 for this purpose.
- 2.22 An outline Fibre ***Ducting in Transport Schemes*** policy with a draft technical specification is included in Appendix One.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The report above sets out the implications for this priority in Section One above

3.2 Helping people live healthy and independent lives

The report above sets out the implications for this priority in Section One above

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The report above sets out details of significant implications in Section 2 above. As outlined, following successful bids to the government's LFFN programme as well as funding support from the Cambridgeshire and Peterborough Combined Authority the full fibre target can be extended within the existing programme budget and no additional funding will be required from the County Council, beyond the existing planned investment.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

There are no significant implications for this priority

4.6 Localism and Local Member Involvement

There are no significant implications for this priority.

4.7 Public Health Implications

There are no significant implications for this priority

Implications	Officer Clearance
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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?	n/a
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	n/a
Have the equality and diversity implications been cleared by your Service Contact?	n/a
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Jane Sneesby
Have any localism and Local Member involvement issues been cleared by your Service Contact?	n/a
Have any Public Health implications been cleared by Public Health	n/a

SOURCE DOCUMENTS GUIDANCE

Source Documents	Location
<i>Future Telecoms Infrastructure Review</i>	https://www.gov.uk/government/publications/future-telecoms-infrastructure-review

Appendix One Fibre Ducting in Transport Schemes *Draft Policy February 2019*

Objective

All County Council commissioned transport schemes will include an evaluation of the feasibility of incorporating fibre ducting as part of scheme implementation and where possible include ducting design and deployment as part of scheme delivery.

Introduction

Market forces as well as national planning policy are increasingly driving the delivery of a full fibre infrastructure for new homes, however this does not happen by default for transport infrastructure schemes. Fibre ducts have a long life (estimated to be 30+ years) and whilst new developments are expected in future years with regards to the manufacture and configuration of fibre-optic networking technology, current fibre installations are anticipated to have a very long lifespan. With the ducts in place, in the event that fibre needs to be replaced or augmented “pulling” or blowing new fibre is a relatively low cost operation, as long as the relevant construction standards are adhered to.

As a high growth area, with a significant number of planned transport schemes as well as a high reliance on digital technology Cambridgeshire is a natural location to be at the forefront of developing new practises and policies to ensure that leading edge digital connectivity is available to support the local economy and underpin flourishing communities over the next decades.

In addition to supporting better connectivity for businesses, residents and public services, incorporating digital connectivity in all new transport schemes will help to ensure that our road, cycling and pedestrian routes are able to take advantage of emerging and next generation transport technology such as autonomous vehicles, AI driven decision making and dynamic highways management.

Approach

The incorporation of fibre ducting to support wider connectivity is a new approach for the County Council and is not known to be common practise anywhere in the UK, so a staged approach to the introduction of this policy is proposed.

Within the Connecting Cambridgeshire team, the new Enabling Digital Delivery Team (EDD) has a remit to support both commercial and public funded digital infrastructure deployment, liaising between local authority teams and suppliers. It is suggested that for the first two years of the operation of the policy all fibre duct plans are reviewed by the EDD Manager who will operate as the Technical Design Authority (TDA) for ducting on behalf of the County Council.

This will help to test the design specification and ensure the most effective approach is adopted going forward. Following this initial period the policy will be reviewed and revised as appropriate.

Scope

Applies to all schemes commissioned by CCC, GCP or CPCA and all schemes run by external agencies (eg Highways England) should be asked to comply as well. Where schemes incorporate land not owned by the County Council any easement/wayleave agreements should incorporate fibre ducting.

Ducting Design

It is important to consider fibre duct requirements as early as possible in the scheme design. Feasibility studies being carried out for new scheme proposals must include discussions with the Connecting Cambridgeshire Team to identify early duct and access requirements.

Final duct requirements, together with number of ducts, location of ducts, number, location and type of access chambers will be confirmed during the full scheme design in conjunction with the Connecting Cambridgeshire team as the Technical Design Authority. Final fibre duct design agreement will sit with the Connecting Cambridgeshire Team.

Specification

All ducting and civils work to be completed in line with the specification Appendix A. The minimum requirement will be for 2 x 96mm UPVC ducts laid for the length of the development with the minimum number of access chambers being at each major junction, at intervals of 180m max on straight runs or arranged suitably to allow changes in duct direction.

Duct location within the development will be sited suitably to provide easiest access possible. Access Chamber locations will ideally be within non vehicular traffic locations (i.e. beneath the footpath rather than the road). Where the ducting is laid to one side of a road, cross ducts to access major junctions on the other side of the road will be laid with suitable access chambers. Access Chambers will have blank spurs installed at the time of installation, where possible ending at soft dig locations.

Appendix A – Technical Specification for Installation of Fibre Ducts and associated Jointing Chambers for Cambridgeshire County Council, the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership (the commissioning authorities)

Contents

- 1.0 Quality of Materials
- 2.0 Excavation – General
- 3.0 Duct Laying
- 4.0 Jointing Chambers
- 5.0 Concreting
- 6.0 Brickwork
- 7.0 Modular Chambers
- 8.0 Frames and Covers
- 9.0 Reinstatement
- 10.0 Points not covered by this Specification

1.0 Quality of Materials

1.1 *Specifications*

Where British Standards or other specifications are quoted these will be the issues adopted by the British Standards Institution or other Authority equivalent European Standards, to those quoted exist, then the European Standards must be adhered to insofar as they are deemed to apply.

All Materials not otherwise specified shall be in accordance with the above.

1.2 *Aggregates*

- i. All aggregates used shall comply with the requirements of BSEN 12620:2002 Aggregates from natural sources for concrete.
- ii. Course aggregate shall be in accordance with the requirements of BSEN 12620:2002.
- iii. Unless otherwise stated grading should be up to and including 20mm.
- iv. Sand shall be in accordance with the requirements of BSEN 12620:2002 Table D1:0/4 Concrete Sand MP or FP.
- v. All aggregate supplied must be supported by supplier information as defined within BSEN 12620:2002.

1.3 *Cement.* All cement used shall comply with the requirements of the following;

- i. [BSEN197-1](#) Specification for ordinary and rapid hardening Portland cement.
- ii. [BSEN197-4](#) Specification for Portland-blast furnace cement.
- iii. BS4027 Specification for sulphate-resisting Portland cement.
- iv. BS3892 Part Specification for Pulverised-Fuel Ash for use as a cementitious component in structural concrete.
- v. BS6588 Specification for Portland Pulverised-Fuel Ash cement.

- vi. BS6699 Specification for Ground Granulated Blast furnace Slag for use with Portland cement.
- vii. The use of High Alumina (HA) cement shall not be permitted.
- viii. The contractor may employ rapid hardening Portland cement in lieu of ordinary Portland cement for his own convenience and acceleration of progress.
- ix. Cements of different types shall not be mixed one with another
- x. Where cement is kept on site it shall be stored according to BSEN 197-1

1.4 *Concrete.* All concrete used shall comply with the requirements of, BSEN 206-1:2000;

- i. Guide to specifying concrete mixes.
- ii. Methods for specifying concrete mixes.
- iii. Specification for the procedures to be used in producing and transporting concrete.
- iv. Specification for the procedures to be used in sampling, testing and assessing compliance of concrete.
- v. Unless otherwise specified all concrete used for the construction of Concrete Jointing Chambers shall be ready mixed to mix designation as defined within BSEN 206-1:2000 / BS8500-2.
- vi. Where the use of site mixed concrete is specified for Joint box construction, as an allowed alternative to the preferred use of ready mix, it shall be of minimum grade C35 or equivalent.
- vii. The minimum cement content shall be 300 kg/m³; the maximum aggregate size shall be 20mm; the maximum free water/cement ratio shall be 0.6 and slump limits shall be 50mm □ 25mm.
- viii. All site mixed concrete shall be mixed by machine.
- ix. All ingredients shall be put into the machine dry, without prior mixing. The water may be inserted first or last. Care must be taken prior to, and after mixing to ensure that the concrete or mortar ingredients, collectively or separately, are not allowed to enter gullies or drains.
- x. Sand and aggregate, shall be stored separately on site. All materials must be kept dry and free from any deleterious materials.
- xi. Test Cubes or Test Cores shall be taken by the contractor and, at commissioning organisations discretion, shall be tested by a NAMAS approved testing authority.
- xii. All testing shall be carried out in accordance with BSEN 12350-2:2009 – Testing Concrete.
- xiii. Test certificates are to be retained by the commissioning organisation.

- xiv. Where test results indicate that the concrete is non-compliant, the contractor will be instructed to remove all non-compliant material and to replace it with material of suitable quality according to this specification.
- xv. Where the integrity of a structure is impaired due to non-compliant materials the structure shall, at the discretion of the commissioning organisation, be completely demolished and replaced.
- xvi. Unless otherwise specified all concrete used for ancillary work shall be Grade C10 ready mixed to mix designation GEN 1 as defined within Designated Mixes of BSEN 206-1:2000 replacing BS 5328 Part 2. Table 6. The standard of cleanliness of water for mixing is that it shall conform to BSEN 1008: 2002 and be fit for drinking.

1.5 *Bricks*

- i. Bricks shall in accordance with BSEB 771-1:2003 BS EB 772-3:1998 and BSEN 772-7:1998.
- ii. Bricks shall be Class A or B Engineering Bricks in accordance with BS EN 771:2003 (BS 3921). They shall be type FL in accordance with BS EN 771-1:2003 9BS 3921).
- iii. Bricks shall be marked in accordance with clause 10 of BS 3921. (BS EN 771-12003)

1.6 *Mortar*

- i. Unless otherwise specified materials and workmanship shall be in accordance with BS5628-Parts 1 & 3:2005 – Use of Masonry.
- ii. Mortar shall be as designated within BS5628-1:2005, - Requirements for Mortar Table 1 Type (i)

1.7 *Reinforcement*

- i. All reinforcement shall comply with the requirements of BS 4449:2005 + Amendment 2: 2009 (– Specification for Carbon Steel bars for the reinforcement of concrete.
- ii. Unless otherwise specified all main reinforcement to be Type 2 with a specified characteristic strength of 460 N/mm². Secondary reinforcement to be a plain round steel bars with a specified characteristic strength of 250.N.mm².
- iii. All reinforcement material supplied must be supported by test certificates, which certify compliance to BS 4449:2005 + Amendment 2 2009.

2.0 Excavation

2.1 General

- i. The contractor shall excavate in the Highway, in strict accordance within the requirements of the New Roads and Street Works Act 1991 (and where

applicable as amended by the Traffic management Act 2004), and, in accordance where applicable to BS6031:1981; (Code of practice for Earth Works). The contractor shall also make excavations in positions as agreed by commissioning organisation's representative. The work has to be carried out by certified operatives and supervised by certified supervisor.

- ii. The edges of all trenches shall be cut to a neat and uniform line, parallel with the edge of the path where possible.
- iii. Level changes should be minimised and should only take place gradually.
- iv. The various types of excavated material shall be kept separate. i.e. blacktop fragments from sub-base, from topsoil.
- v. The Contractor shall be responsible for the design, erection maintenance and subsequent removal of all necessary support to the sides of any excavation as are necessary for the Works. The depth of excavation shall not exceed that recommended to require support or when the local ground conditions deem it necessary. When required the Contractor shall submit his detailed proposals to the commissioning organisation's representative for approval.
- vi. Each gang shall not open more than 20 metres of trench at any one time and the site must be kept to within 30 metres. Backfilling should wherever possible be carried out within the same day.
- vii. The depths of cover to crown of duct will normally be a minimum of 350 mm in footways and 600 mm in roadways. However, the Contractor shall allow in the rates for laying at covers of up to 450 mm in footways and 700 mm in roadways in isolated areas to negotiate established services or as the commissioning organisation's representative dictates.
- viii. The width of the trench shall be not less than the width of the duct or duct nest plus 80 mm, but should be kept to a reasonable minimum.
- ix. The cost and risk of bringing to Site or use of any approved mechanical aids shall be borne by the Contractor.
- x. The Contractor must also ensure that all Operatives are trained to use the Mechanical Aids they are required to use in their work and keep appropriate record as proof.
- xi. It is the Contractor's responsibility to ascertain the precise positions of all other Utilities plant prior to the commencement of Works. Without prejudice to this obligation, the commissioning organisation's representative will supply the Contractor with all available information relative to plant as is available, where this information is unavailable the contractor will obtain all necessary utility drawings as applicable, which shall be interpreted subject to the conditions and/or notes provided by the issuing Local Authority/Utility.
- xii. *Installing new ducts into existing concrete chambers.* It is essential that any cables are protected from damage including, but not restricted to, falling objects or material, cutting, bending, crushing (e.g. by standing on the cable). The

contractor will be held liable for damage during the works; any damage will be made good by the commissioning organisation or its contractors to their satisfaction and charged to the contractor. The contractor shall not impede the making good of such damage. The Contractor must also:-

- a) Take all reasonable measures to locate and protect all other underground apparatus and plant and use cable location devices before any excavation takes place. Make all necessary enquiries from local Authorities and Statutory Undertakers concerning the possible existence of live services on the site.
 - b) Ensure that minimum clearance detailed in this Technical Specification are adhered to.
 - c) Ensure that all operatives comply with the Health and Safety guidance reference HS (G) 47 Avoiding Danger from Underground Services.
 - d) Ensure that all teams are issued with and trained in the use of cable location devices. They must be trained and be able to read and understand cable plans and drawings.
 - e) Ensure that at each work location a 'nominated member' of each working gang shall be trained as per the requirement of section 67 of the New Roads & Street Works Act 1991.
 - f) All cable location devices shall be inspected and recorded at least once a week by the contractor.
 - g) Ensure that all Plant and equipment used by their Operatives are tested and maintained in accordance with the manufacturer specification and recorded under a quality Plan.
- ix. *Safety and tidiness.* The contractor shall, at all times, ensure that the works are safe, signed and barriered and that the appropriate traffic management measures are undertaken. The working area and its surrounds are to be kept in a clean and tidy state and left so at the end of the works.
- iiix. *Notices & Compliance;* The contractor shall give notice to, and abide by, any instructions given by the relevant Highways Authorities and parties having an interest in any excavations in existing public footpaths. Consideration of notice, possibly in the form of a letter, will also be given to residence living near to any proposed excavations, warning of possible noise disruption.
- iiix. The Contractor shall provide, install and maintain all necessary traffic control equipment, as required and necessary.

2.2. Reinstatement

- i. The Contractor will reinstate using materials and methods compliant with the NRSWA 1991 Specification for the Reinstatement of Openings in Highways (SROH-Current edition). The contractor shall provide a warranty for two years from the date of the completion Notice for the final reinstatement.

- ii. Providing the works and tests are carried out to the SROH-Current edition the warranty will be the same for works in Private Property, namely 2 years from completion of the works.

2.3 Clearances from Other Plant

- i. Clearances from other services. All types of ducts and cables laid direct in the ground shall be kept well clear of gas or water mains, service pipes, sewers, subways, manholes, joint boxes or other plant belonging to other undertakers. At least 150mm clearance shall be given wherever possible. Where two sets of plant cross each other, the minimum vertical clearance shall be 150mm with gas mains and 50 mm in the case of other plant. In no case shall the clearance be less than 25mm.
- ii. Clearances from Electricity Supplies. Clearances of plant from electricity supplies shall be as follows:-
 - a. As much clearance as is practicable shall be given to the bases of trolley wire standards, electric lamp standards, traffic signal posts and other similar plant. Where it is not practicable to provide a clearance of 150mm, a pre-cast slab, or a layer of concrete C10 not less than 50mm thick, shall be placed between the two sets of plant to provide a minimum tracking path of 75mm.
 - b. High voltage single-core cables for electricity supply, electric tramway or electric railway systems, EXCEEDING 1000 VOLTS, shall have a standard minimum clearance of 450mm.
 - c. High voltage multi-core cables for the same systems referred to in (ii) above and EXCEEDING 1000 VOLTS, shall have a standard minimum clearance of 300mm. In difficult cases reduced separation will be permitted provided that where a separation of more than 150mm is impracticable, a pre-cast concrete slab or a layer of concrete C10, not less than 50mm thick shall be inserted between the two sets of plant. The concrete shall not be less than 50mm thick, have an overlap on each side and for the whole length where the clearance is 150mm or less, such that at every point the shortest path between the two sets of plant round the concrete shall exceed 200mm.
 - d. Low voltage cables for supply systems NOT EXCEEDING 1000 VOLTS, shall have a standard minimum clearance of 50mm. Where difficulties arise, a reduced clearance down to 25mm will be permitted in which case the space between the two sets of plant shall be filled with a pre-cast slab, or a layer of concrete C10 not less than 25mm thick and of such width and length that at every point the shortest path between the two sets of plant, round the concrete, shall exceed 75mm.

3.0 Duct Laying

3.1 *Duct.*

PVC Duct to be used is a black duct 96mm external diameter, 90mm internal diameter. The Contractor can supply pre-formed bends. The duct has a socket formed at one end such that the opposite, i.e. spigot, end forms an engineering interference fit in the socket. The ducts are to be joined such that the spigot end is inserted into the socket end for the full length of the socket. The spigot end is marked to indicate how far it should be inserted into the socket. To achieve the interference fit, align the socket and spigot ends of adjacent sections of duct, place a short plank across the remote, free end of the duct and tap the plank gently with a heavy mallet to force the spigot end into the socket; the plank avoids the mallet damaging the free end of the duct. The joining can be made easier by lubricating the outside of the spigot end and/or the inside of the socket end with water and/or a little domestic detergent (e.g. Washing up Liquid). Where it is necessary to join two spigot ends (this should not normally be required) a collar, having two socket ends, can be used.

3.2 *Installation & Line of Duct.*

- i. The trench is to be backfilled with selected stone-free material and compacted by a mechanical compactor such as a *Wacky Rammer*. Where the trench is in the public highway, it is to be backfilled and reinstated to the satisfaction of the Highways Authority and according to their specification.
- ii. The line of duct shall be kept as straight as possible subject to the agreed line and the need to avoid other services/utilities. A 6 metre length of 96mm PVC duct is normally flexible enough for it to be formed into a minimum radius of 5 metres; on no account should it be bent to a smaller radius as this will cause flattening/damage to the cabling space.

3.3. *Route of Duct.*

The line and levels of the Duct route shall be as shown on the Job Pack Drawing supplied by The Contractor and/or as agreed and set out on site or as directed by the commissioning organisation's representative.

3.4 *Duct Formation*

The duct formation shall be as shown below:-

No of Ducts	Formation
2	2 Flat
3	1 on 2 (or 3 flat for building entry or to rise or go below obstruction), subject to agreement with commissioning organisation's representative
4	2 on 2
Above 4	Subject to agreement with commissioning organisation's representative

3.5 *Duct leading into Buildings and Jointing Structures (chambers).*

- i. All Duct leading into Customers buildings & structures shall be sealed inside and out against the entry of gas, water and vermin both around and through the incoming duct. The method of sealing inside the duct is to be approved by commissioning organisation's representative and will normally be manufactured by Tyco. They are known as the TDUX inflatable duct seal and must be installed fully to the manufacturer's instructions. The seals are to be of the size specified by Tyco and must be replaced with a new one immediately after cabling, or if the existing is removed for duct inspection. If there is a jointing chamber adjacent to the building/structure, this also can be sealed with the suitable approved duct seal.
- ii. All holes drilled into buildings shall only be diamond drilled (core drilled) methods and sized to accommodate 54mm OD or 96mm OD PVD ducts. Multiple ducts (96mm OD) are to be no closer than 140 mm, centre to centre, to allow sufficient clearance for inserting the sealing material around each duct. This sealing material shall be of approved water resistant resin or equivalent inserted between the duct and building/wall, to completely fill the void to the inside of the structure. All excess material shall be removed from around the duct mouth to provide a clean and clear cable access.

All duct entries into existing chambers must be by diamond drilled (core drilled) methods.

3.6 *Cleaning and Testing.*

Unless otherwise specified on completion of the duct line (including compaction of the backfill) between any two jointing chambers, or sites thereof, a cylindrical brush and an iron test mandrel shall be passed once through each "way" to test the duct and to remove any foreign matter which may have entered. The size of the test mandrel and brush shall be specified for the particular duct. The mandrel shall follow the brush to minimise possible scoring of the duct. When any defect is discovered during the cleaning and testing operations The Contractor shall be notified and the defect shall be rectified s witnessed by the commissioning organisation's representative.

3.7 *Marker Tape/Protection Boards*

A PVC/Plastic marker tape with the warning "Fibre Network" will be laid immediately a minimum of 50mm above the duct. Protection Tiles – will be placed over the duct as per the duct drawing or as directed by commissioning organisation's representative. The warning tape will be supplied as free issue.

3.8 *Draw Ropes*

4 mm diameter polypropylene or rope to agreed specification is to be installed in all non-cabled ducts. Rope is not to be installed in any cabled duct. The rope is to be secured at each end so that the ends of the rope cannot be pulled into the duct. The rope must not be secured by tying it to any cable. At least 1 m of slack is to be left in each run of rope.

4.0 Jointing Chambers

- 4.1 All chambers will normally be provided either in plastic type, Quad Modular, reinforced or un-reinforced Concrete. Plastic or Quad Modular type chambers must not be installed in the carriageway. Only with agreement from commissioning organisation's representative will the provision of Brickwork be permitted. No brickwork jointing chambers will be constructed in the carriageway.
- 4.2 Where a sump is provided the floor shall have a slight fall thereto. The grating shall be located squarely over the sump, adequately fitted and easily removable, from a pre-formed recess in the floor screed, in the position indicated on the relevant drawing. Where the drawing shows a square sump, a circular sump of 100mm internal diameter may be constructed at the contractor's discretion.
- 4.3 The depth of each chamber is to suit the depth to which the ducts are laid, with 150 mm clear below the lowest duct although, in special cases, a lesser clearance may be allowed by the commissioning organisation's representative. Where applicable, the chambers are to be fitted with step-irons, cable bearers, frame and cover, and, for the JRC12, sump grille and anchor irons.
- 4.4 In cases where special covers are required, the design must be approved by the commissioning organisation's representative and, if the covers require lifting keys which differ from the usual telecommunications lifting keys, 4 no. keys must be supplied free of charge to the commissioning organisation's representative. In the carriageways or where heavy vehicular traffic is expected, all chambers and drawpits shall be of reinforced concrete construction of equivalent type to BT JRC12 with cast-iron or steel covers suitable for the load.
- 5.0 Concreting
- 5.1 *Low Temperatures*
Concrete for jointing shall not be mixed or placed, when the concrete temperature is below 5° C. Where the air temperature is likely to fall below 3°C the contractor shall provide a method statement detailing the materials, placing and curing methods, to be agreed by commissioning organisation's representative.
When concrete has already been placed, and the air temperature unexpectedly falls below 3°C. at any time during the period before removal of shuttering, the concrete shall be protected from freezing. The period of time that the temperature remains below 3 shall be added to the minimum period time of 5 days or 20N.mm2 for Portland cement or 2 days or 20N/mm2 for Rapid Hardening Portland for carriageway boxes. For footway boxes the shuttering shall not be struck in less than 24 hours or 10Nmm2.
- 5.2 *Drying.* Concrete, when placed and if subject to rapid drying out by sun and/or wind, shall be protected to prevent it becoming dry during the minimum curing period.
- 5.3 *Handling,* from the mixer to the workplace must, whatever method is adopted, ensure that the mix remains cohesive and that segregation does not occur.
- 5.4 *Placing of concrete* must be carried out in a manner such that the concrete is deposited as close as practicable to its final position. The use of chutes or tremmie pipes must be adopted throughout the placing process to ensure that segregation does not occur:

- i. Concrete must be placed in even layers and must not be moved into position with the poker or vibrator.
- ii. Layer thickness must be compatible with the tools and methods to remove entrapped air; each layer must be thoroughly compacted before the placing of the next layer.
- iii. Formwork must be filled with concrete in such a manner as to avoid the formation of cold joints.

- 5.5. *Construction joints* shall be provided where shown on the relative construction drawing. A minimum of 12 hours shall elapse between the construction stages thus indicated. The construction joint shall be affected by lightly wire brushing the existing concrete surface to remove the laitance and expose the aggregate, then cleaning and wetting before new concrete is cast. The use of jack hammers or picks to hack away the existing surface is not permitted. Such construction joints shall be sited at least 150mm from any anchor iron position. Where a construction joint is shown on a drawing at floor level, a kicker may be constructed at the contractor's discretion.
- 5.6 *Concrete Walls* shall be completed in one operation, whenever possible. Where this is not practicable construction joints shall be made after the existing concrete has set but not hardened, the joint being cleaned with a stiff brush to remove the laitance to expose but not disturb, the larger aggregate.
- 5.7 In *wet situations* the Contractor must implement such methods as are necessary to prevent damage to freshly placed concrete or mortar and to ensure a correctly constructed jointing chamber.
- 5.8 *Compaction* of all concrete slabs shall be performed until a dense solid mass without voids is obtained to meet the requirements for strength and durability. Un-reinforced concrete floor slabs may be compacted by hand tamping methods. All unreinforced concrete wall slabs shall be compacted by the use of a poker type vibrator.
- 5.9 *Timber shuttering* shall be oiled or lime-washed prior to concreting. In all cases the shuttering used shall be of such dimensions, and so constructed, as to remain rigid and unyielding to weight and vibration during the laying and tamping of the concrete. No shaking or jarring shall be permitted during setting.
- 5.10 *Proprietary spacers* shall be placed at 0.6 metre maximum centres, to ensure the minimum cover shown on the relevant construction drawing, is maintained from the shuttering prior to and during, the placing of concrete.
- 5.11 *Plastic sheeting*, 1000 or 1200 gauge shall be positioned between the excavation or rear shuttering and the concrete of the jointing chamber. It shall also be placed over the roof before commencing the back-fill. Where the floor of the excavation has been well compacted and a binding placed to prevent the contamination of the structural concrete, there is no requirement for the Plastic sheet to be laid on the floor.

- 5.12 *Duct entries* into a jointing chamber shall, when required by GBN, be fitted with a duct seal.
- 5.13 The Contractor must ensure that soil or other deleterious material is not allowed to collect between the inner faces of the internal and external shuttering or contaminate the structural concrete. Where this has been shown to occur the contractor will be responsible for the complete renewal of the structure. Repair of the affected area will not be accepted.
- 5.14 *Concrete Quality and Finish* – All concrete used for the construction of jointing Chambers shall be ready mixed Grade C35, in accordance with BS EN 206-1:2000 (Table 6 BS532:Part 2), except where the quality of concrete is detailed on the construction drawing. For Carriageway and Footway boxes the use of site mix concrete in accordance with is allowed.
- 5.15 Where *ready mixed concrete* is used the commissioning organisation's representative will require to see and retain a copy of the delivery certificate supplied with the concrete.
- 5.16 Where site mixed concrete is used the contractor shall supply a copy of test report to the commissioning organisation's representative within 14 days of the cubes being tested. Work will not normally be delayed for the result of any test to be ascertained. The making, curing and testing of all cubes of concrete for compressive strength tests shall be in accordance with BS EN 12390-1&2 :2000, 12390-7:2000 AND 12390-3:2000 (formerly BS1881, Parts 108, 111, 114 and 116).
- 5.17 On completion of a concrete jointing chamber the floor shall be rendered with cement mortar in accordance with the relevant drawing. The walls of concrete jointing chambers shall have a smooth finish; any slight cavities exposed when the shuttering is removed shall be made good with cement mortar, and any projections removed. Note: Under no circumstances shall the walls be coated with a cement or cement sand wash.
- 5.18 *Concrete Curing Times* – The minimum concrete strength or curing periods after completion of any construction or modification work using cement mortar or concrete, which must elapse before:-
- I. The shuttering of jointing chambers is removed:

Portland cement	- 5 days or 20N/mm ²
Rapid Hardening Portland	- 2 days or 20N/mm ²
 - II. Traffic is allowed to pass:

Portland cement	-7 days or 24N/mm ²
Rapid Hardening Portland	-3 days or 24N/mm ²
- 6.0 Brickwork Chambers
- 6.1 Unless otherwise specified Grade C35 Concrete shall be used for the floors of all brickwork jointing chambers. The floor must be allowed to set for at least 12 hours

before commencing brickwork. On completion of the jointing chamber the floor shall be rendered with cement mortar in accordance with the relevant drawing.

- 6.2 All Brickwork shall be constructed with a 10mm joint thickness of cement mortar and shall be of English Bond with the exception of 102.5 mm brickwork BS EN 772-3:1998 (formerly BS3921) which shall be of Stretcher Bond. In dry weather the bricks, shall be immersed in water before they are laid. The inside of all brickwork shall be flush jointed.

- 7.0 Modular Chambers. Installation of prefabricated modular type chambers must be as per the Stakkabox Quad Installation guide by manufacturer CUBIS

8.0 Frames and Covers

- 8.1 A minimum period of 12 hours shall elapse after placing in-situ concrete or laying brick prior to the installation of frames and covers.

- 8.2 A minimum of 12 hours shall elapse after the installation of the frame before the placing of the covers, unless a suitable rapid hardening cement mortar or resin has been used. Suitable is taken to mean that either pedestrians or traffic can now pass over the covers without any displacement of the mortar/resin bed.

9.0 Reinstatement.

- 9.1 The Contractor shall execute the interim and permanent reinstatement in accordance with the provisions of The New Roads and Street Works Act 1991 and associated HAUC current Specification for the Reinstatement of Openings in Highways.

- 9.2 *Compaction.* The Contractor shall Compact all backfill in accordance with the provisions of The New Roads and Street Works Act 1991 and associated HAUC Specification for the Reinstatement of Openings in Highways (Appendix A8).

- 9.3 *Backfill.* All spaces around the and above the duct shall be filled and well compacted with "earth free from stones" to a thickness of not less than 75mm above the duct unless otherwise stated.

If "earth free from Stones" is unavailable then the Contractor shall supply and install sharp Sand as a direct replacement compacted as per 5.0 b above. The periods of time / or minimum concrete strength between the placing of concrete and the commencement of backfilling for chambers built in the carriageway shall be 7 days or 24N/mm² and footway boxes 24 hours or 10N/mm². All spaces outside the walls of jointing chambers shall be carefully filled in with granular material or concrete and rammed, care being taken to ensure that the ramming does not disturb the recently completed work.

10.0 Points not covered by this Specification

Should any part of this Specification be unclear or disputed by the Contractor the point requiring clarification should be outlined in writing to the Connecting Cambridgeshire EDD Manager at the following address:- Box no etc and address for CCC.

FINANCE AND PERFORMANCE REPORT – January 2019

To: **Economy and Environment Committee**

Meeting Date: **14th March 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 January 2019 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 January 2019.

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

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

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

1. BACKGROUND

- 1.1 The appendix attached provides the financial position for the whole of Place & Economy Services (P&E), 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 January 2019.
- 2.2 **Revenue:** The Service started the financial year with two significant pressures for Coroners Services and Waste. Offsetting these pressures in-year is a £411K underspend on concessionary fares and as an over-achievement of income in Highways Development Management of £255K and £425K in Parking Enforcement. The (P&E) Service is forecasting an under-spend of £78K at year-end.
- 2.3 **Capital:** The forecast spend for King's Dyke in 2018/19 has been revised down from £6m to £5.4m to reflect the contract with Kier being signed slightly later than previously assumed. This does not impact on overall scheme cost.
- 2.4 **Performance:** This F&PR provides performance information for the suite of key Place & Economy (P&E) indicators for 2018/19.
- 2.5 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.
- 2.6 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.
- 2.7 A summary of P&E Establishment, full-time-equivalent (FTE) filled posts and vacancies is shown at the back of the Finance & Performance Report. This will be updated on a monthly basis.

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) – January 2019

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 (January) £000	Forecast Variance - Outturn (January) %
+24	Executive Director	374	605	+33	+9
-163	Highways	19,567	14,498	-674	-3
-52	Cultural & Community Services	11,431	8,683	+7	0
+654	Environmental & Commercial Services	37,690	24,900	+677	+2
-331	Infrastructure & Growth	1,887	1,542	-121	-6
0	External Grants	-15,593	-4,916	0	0
-132	Savings to be found within service				
0	Total	55,356	45,311	-78	0

The service level budgetary control report for January 2019 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

Parking Enforcement

Whilst we have seen slight declines in the enforcement of established bus gates and bus lanes (with 2 at very high compliance levels) the introduction of new cameras did produce substantially more 'Penalty Clause Notices's' (PCN) than expected. Although it is expected behaviours will improve there is still a continued expectation, especially with the introduction of further new enforcement cameras, the income levels will continue at a similar income level to this financial year.

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 and agreed 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.

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 £709,000.

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 January 2019.

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 January 2019.

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

Milton Road Library

Expenditure on the refit of the new library is now unlikely to take place until the new financial year.

Replacement of 2 Library mobiles

Due to the long procurement process, expenditure for these vehicles will now not take place until next financial year.

Sawston Community Hub

Due to legal and land issues this scheme will not incur any expenditure this financial year.

Abbey-Chesterton Bridge

It is forecast that the outturn spend will be £1,500,000 less than originally budgeted for this year due to delays in finalising land deals, and the budget will be carried forward into 2019/20.

King's Dyke

The revised forecast spend for 2018/19 has been revised down from £6m to £5.4m to reflect the fact we are expecting to be in contract with Kier slightly later than previously expected although initial enabling works from the main contract are intended to commence under a Letter of Intent and the overall programme should not be affected.

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**

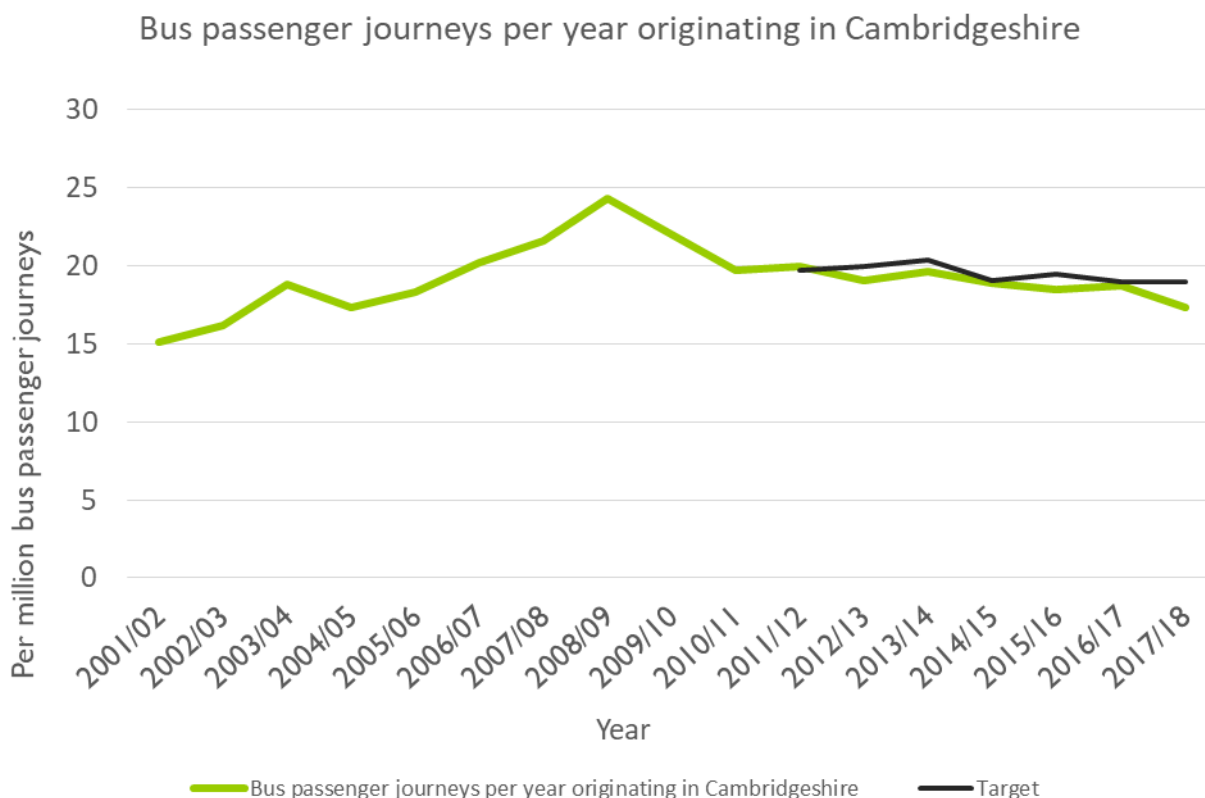
This report provides performance information for the suite of key Economy and Environment Committee indicators. Following discussion of a refreshed set of indicators at the December Committee, this report contains the new set agreed by the Committee.

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.

4.2 **Red Indicators**

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

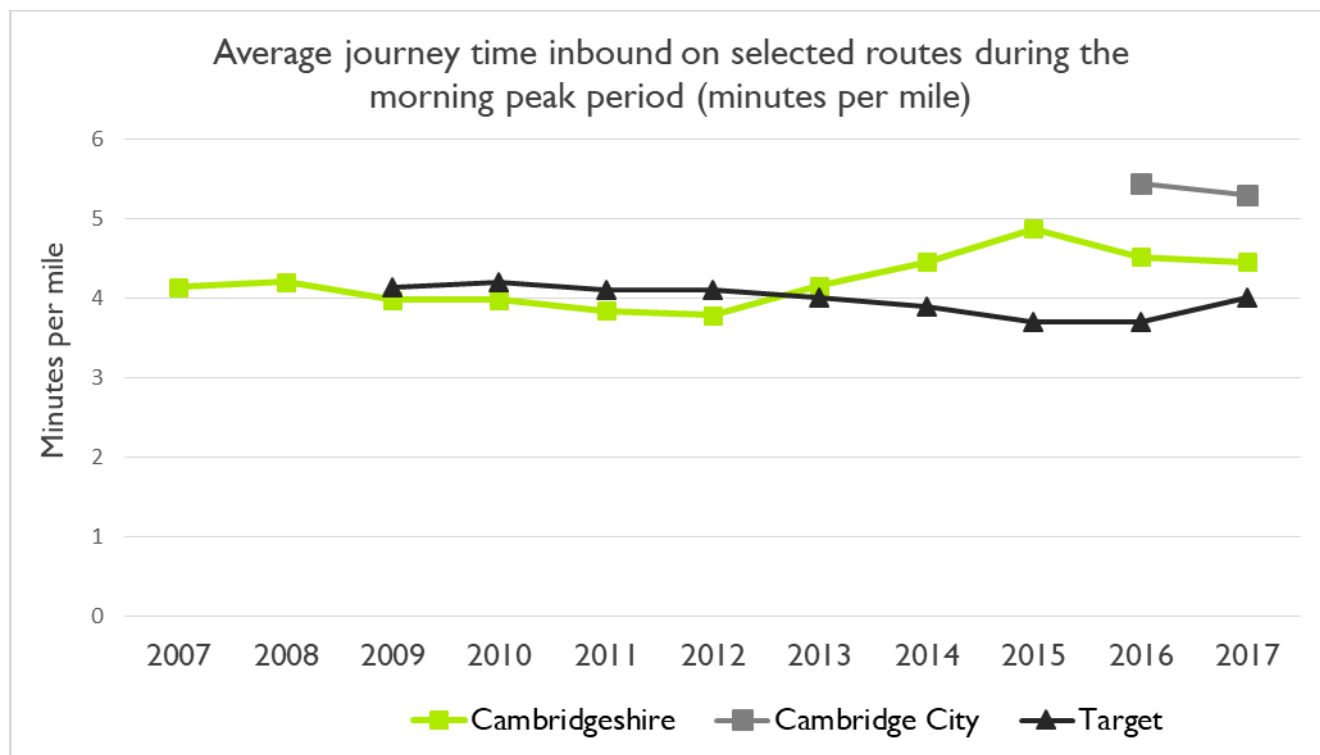
- Bus passenger journeys per year originating in Cambridgeshire



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 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.

- 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.

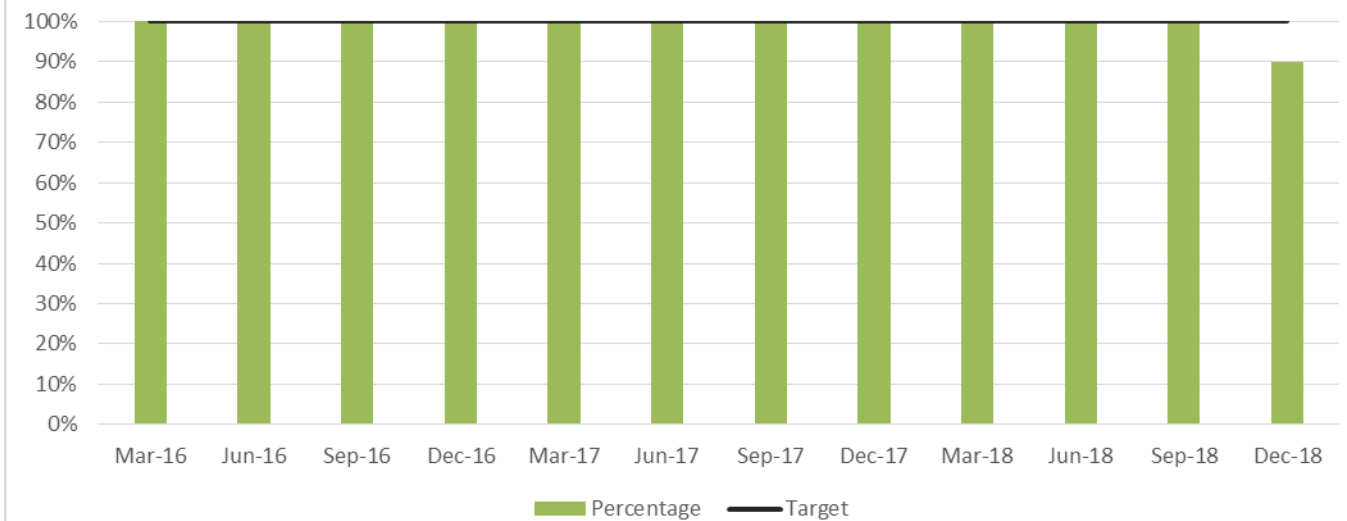
The figure for Cambridge City is 5.29 minutes compared to the previous year's figure of 5.44 minutes.

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.

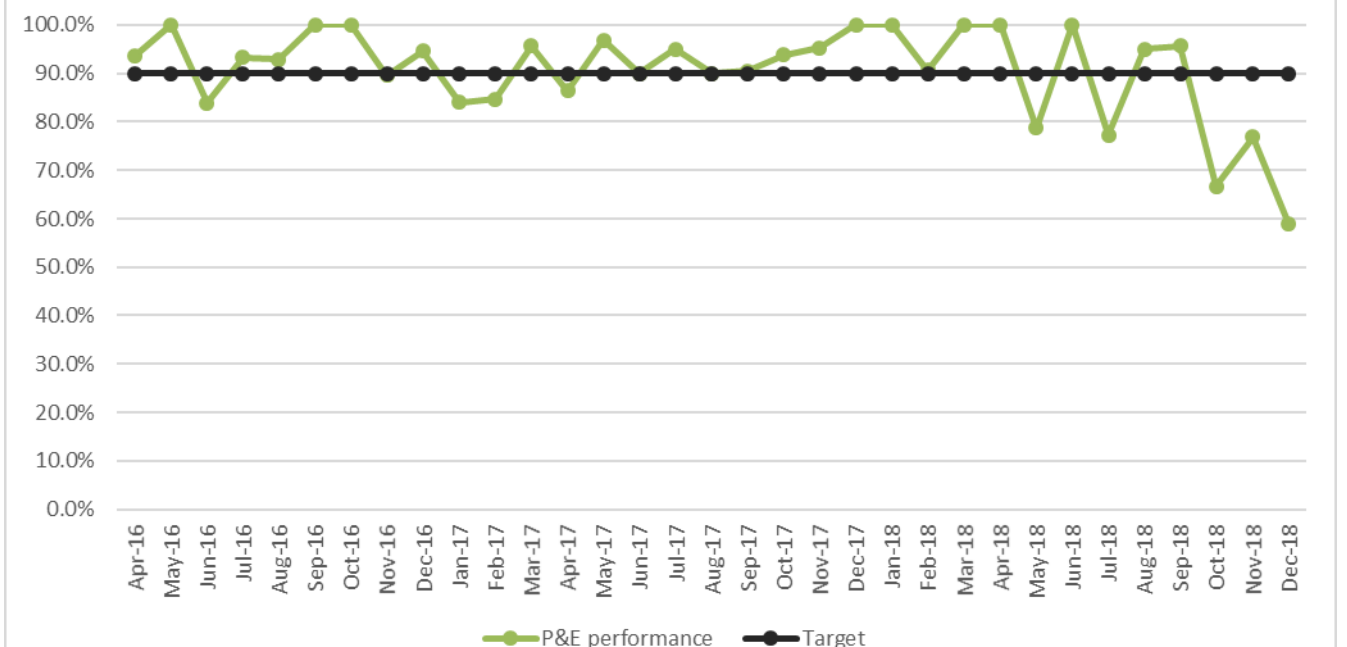
- The percentage of County Matter planning applications determined within 13 weeks or within a longer time period if agreed with the applicant

The percentage of County Matter planning applications determined within 13 weeks



- FOI requests answered within 20 days

Place and Economy FOI performance

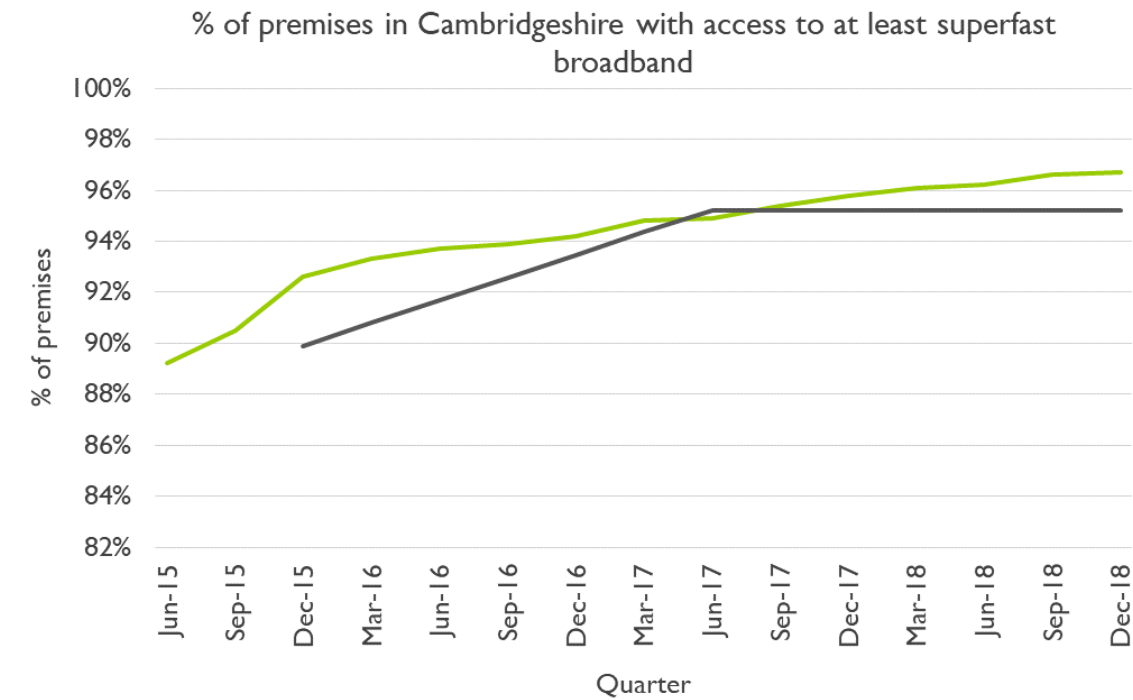


A total of 17 Freedom of Information Requests were received during the month of November. 10 of these were responded to within the 20 working day deadline. Heads of Service are working with colleagues in the Information & Records service to imbed a new response process following a business support restructure in late 2018

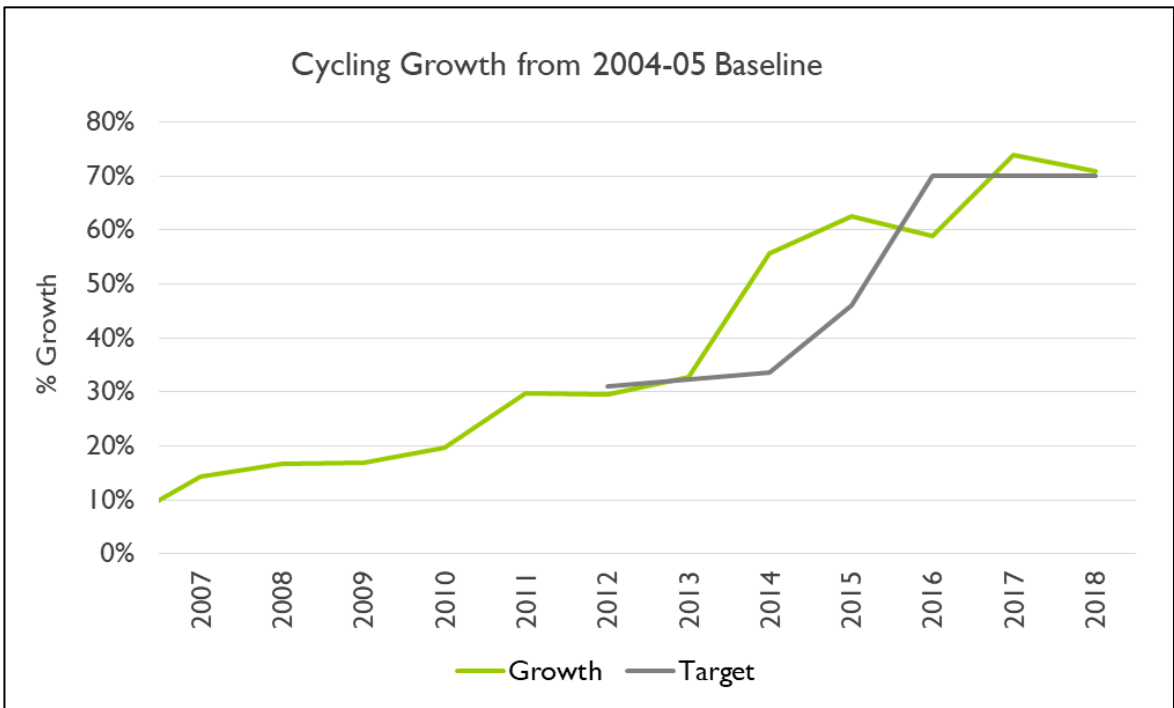
4.4 Green Indicators

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

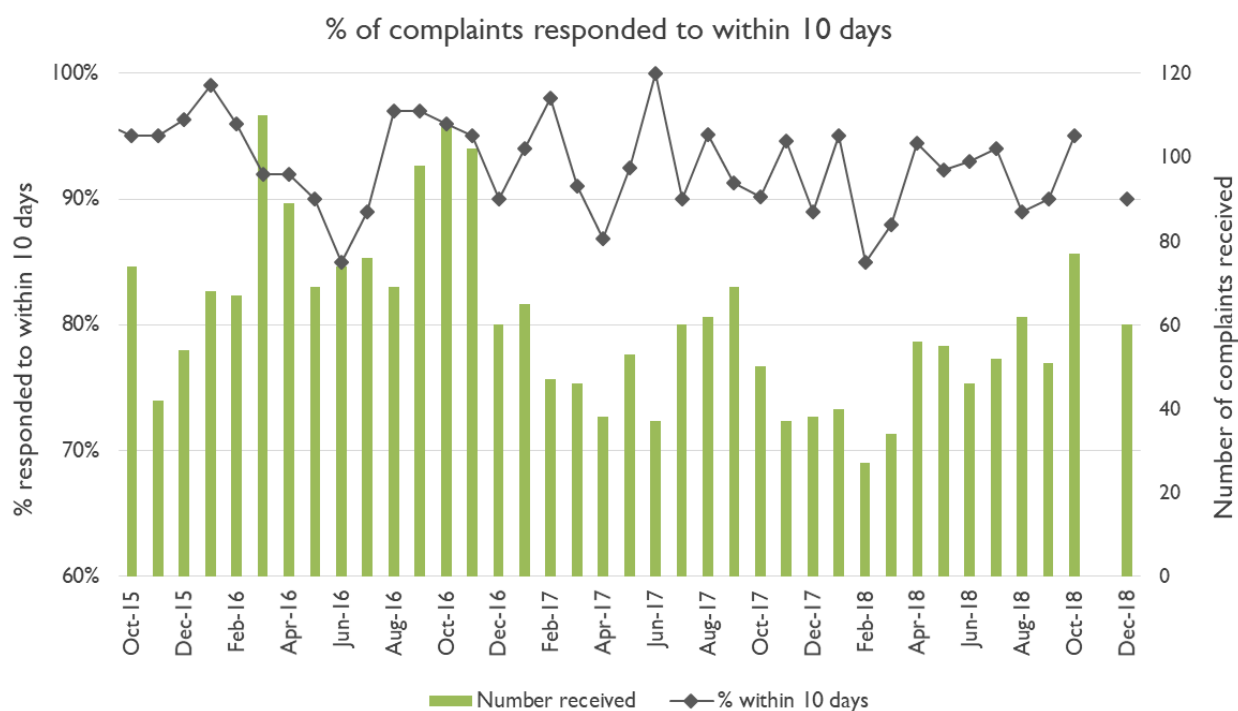
- % of premises in Cambridgeshire with access to at least superfast broadband



- Growth in cycling from a 2004/05 average baseline



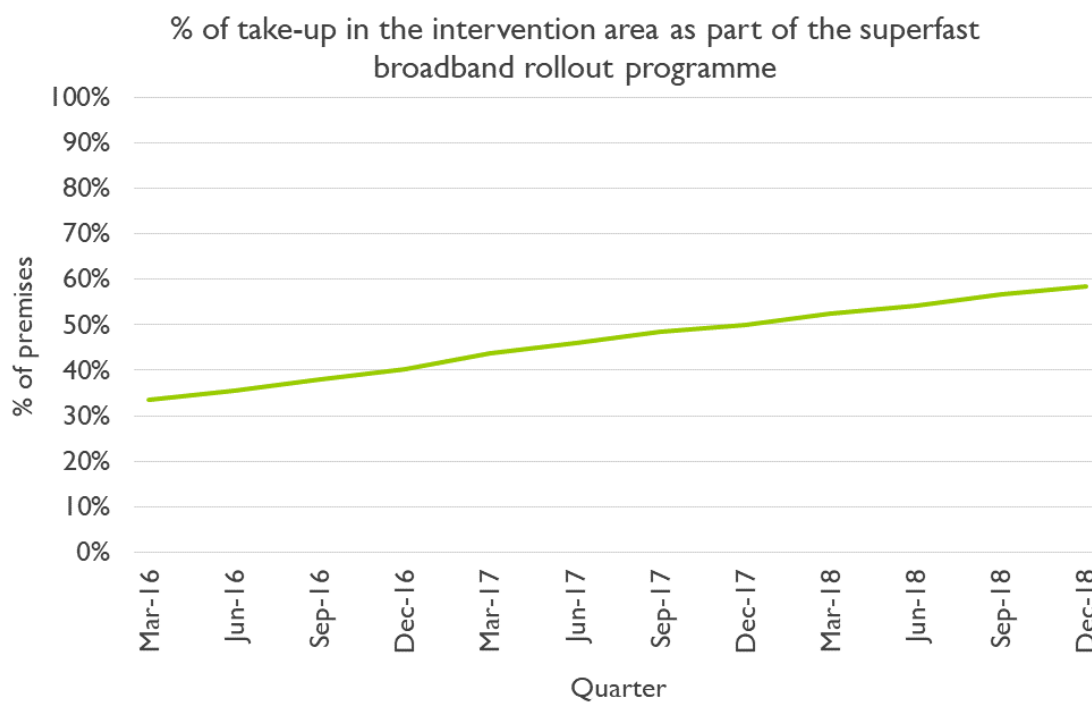
- Complaints and representations – response rate



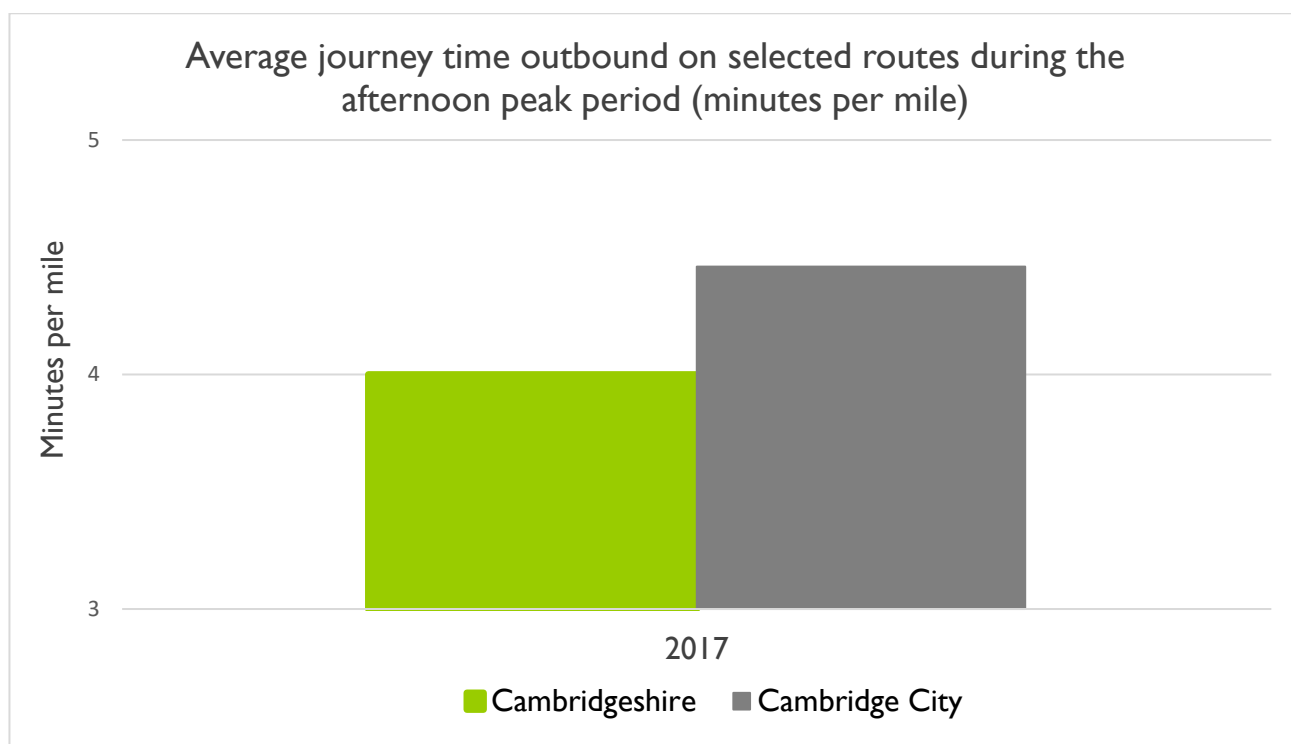
4.5 Contextual indicators

a) Economy & Environment

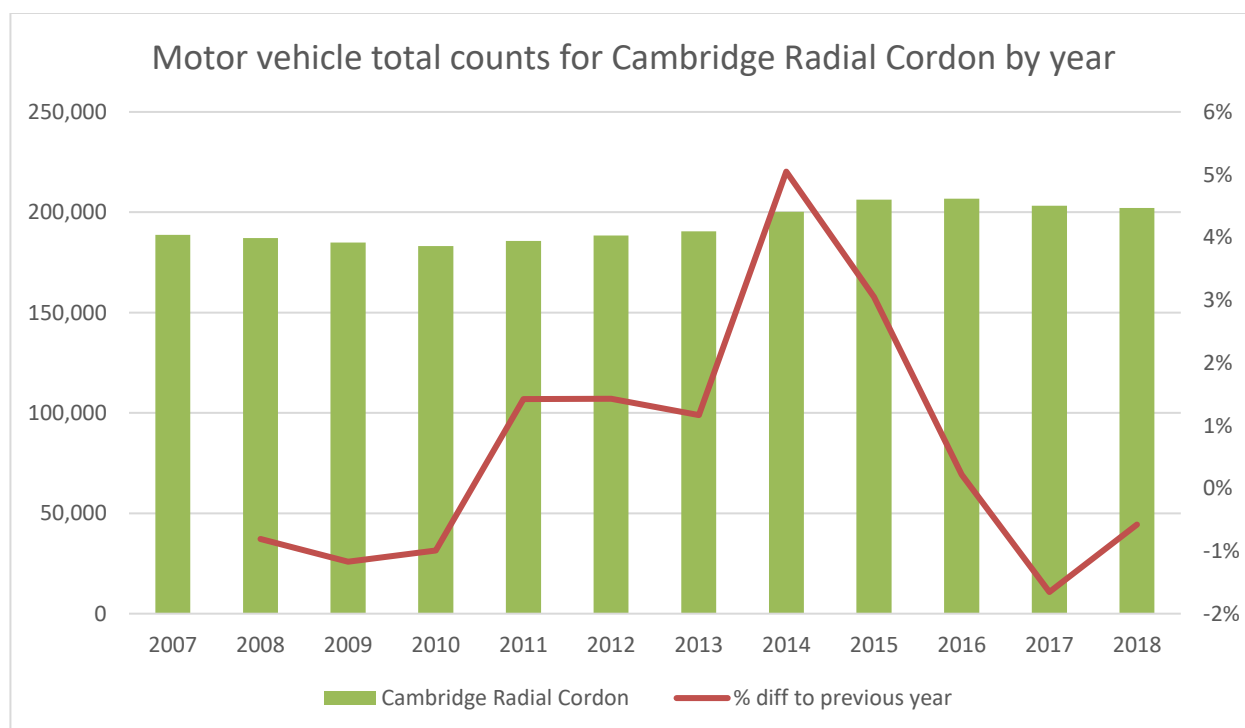
- % of take-up in the intervention area as part of the superfast broadband rollout programme



- Average journey time outbound on selected routes during the afternoon peak period (minutes per mile) (target not yet set – new indicator)



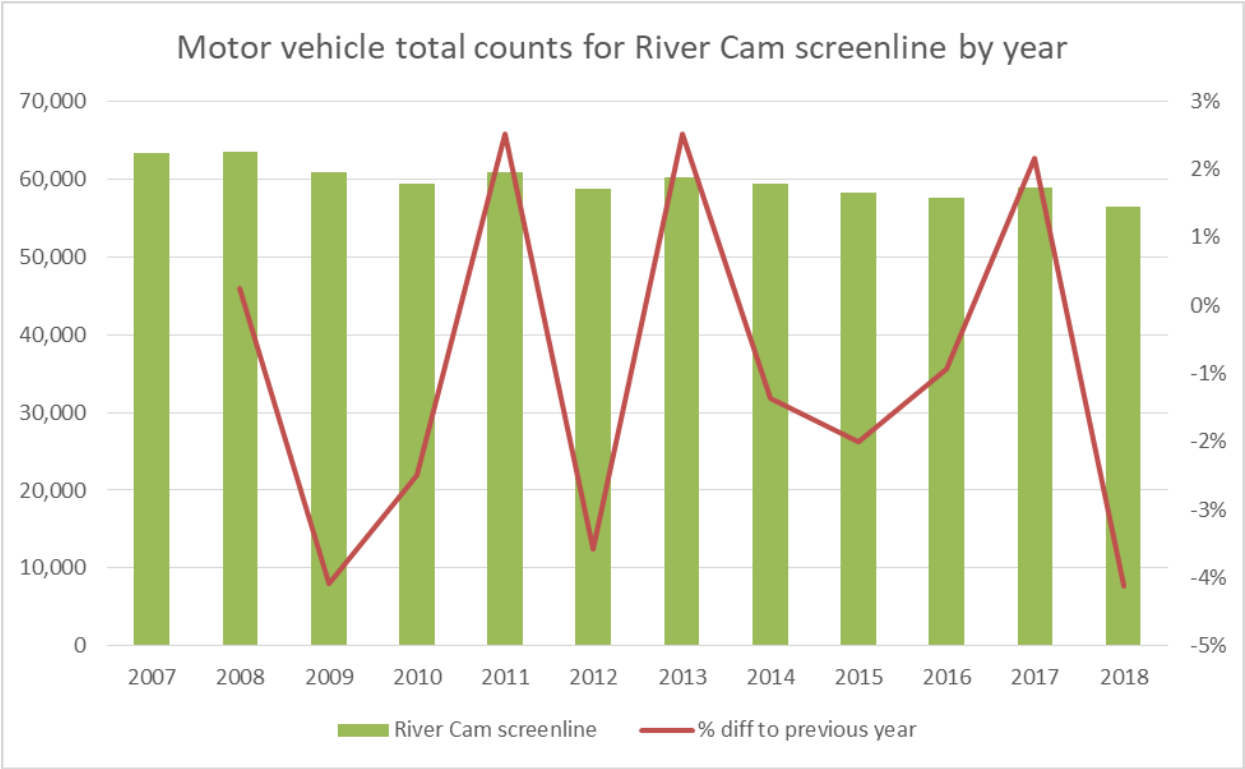
- Traffic entering and leaving Cambridge (motor vehicle total counts at Cambridge Radial Cordon) (target not yet set)



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.

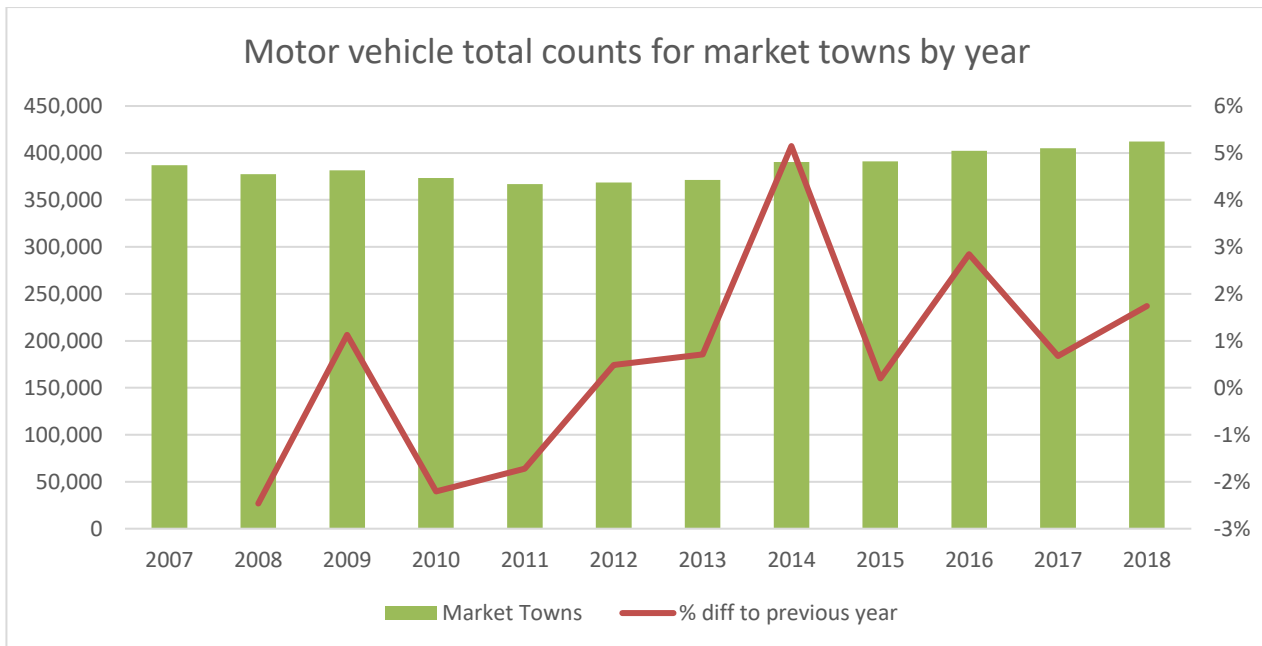
- Changes in traffic within Cambridge (motor vehicle total counts for River Cam screenline)



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.

Place & Economy Service Level Finance & Performance Report

Finance & Performance Report for P&E - Jan 2019

Forecast Outturn Variance (Dec)		Budget 2018/19	Actual Jan 2019	Forecast Outturn Variance	
£000's		£000's	£000's	£000's	%
Executive Director					
27	Executive Director	204	480	36	18%
-3	Business Support	170	125	-3	-2%
24	Executive Director Total	374	605	33	9%
Highways					
-8	Asst Dir - Highways	138	86	-6	-4%
1	Local Infrastructure Maintenance and Improvement	6,351	4,959	1	0%
-18	Traffic Management	-135	264	-26	-19%
-24	Road Safety	506	409	-26	-5%
-175	Street Lighting	9,771	6,758	-153	-2%
90	Highways Asset Management	570	658	32	6%
0	Parking Enforcement	0	-380	-425	0%
-0	Winter Maintenance	2,048	1,570	55	3%
-29	Bus Operations including Park & Ride	319	173	-127	-40%
-163	Highways Total	19,567	14,498	-674	-3%
Cultural & Community Services					
-0	Asst Dir - Cultural & Community Services	140	118	0	0%
50	Public Library Services	3,306	2,530	50	2%
0	Cultural Services	104	-62	1	1%
-0	Archives	354	283	-5	-1%
0	Registration & Citizenship Services	-541	-400	25	5%
284	Coroners	903	895	284	31%
25	Community Transport	2,448	1,821	64	3%
-411	Concessionary Fares	4,716	3,499	-411	-9%
-52	Cultural & Community Services Total	11,431	8,683	7	0%
Environmental & Commercial Services					
0	Asst Dir - Environment & Commercial Services	120	88	-28	-23%
-34	County Planning, Minerals & Waste	418	31	-19	-5%
-0	Historic Environment	56	187	17	31%
0	Trading Standards	694	560	0	0%
-10	Flood Risk Management	411	372	-2	-1%
-10	Energy	72	40	0	0%
708	Waste Management	35,920	23,621	709	2%
654	Environmental & Commercial Services Total	37,690	24,900	677	2%
Infrastructure & Growth					
0	Asst Dir - Infrastructure & Growth	137	124	0	0%
120	Major Infrastructure Delivery	1,100	1,501	156	14%
-0	Transport Strategy and Policy	103	135	-22	-21%
0	Growth & Development	547	440	0	0%
-451	Highways Development Management	0	-659	-255	0%
-331	Infrastructure & Growth Total	1,887	1,542	-121	-6%
-132	Savings to be found within service				
0 Total		70,949	50,227	-78	0%
Grant Funding					
0	Non Baselined Grants	-15,593	-4,916	0	0%
0	Grant Funding Total	-15,593	-4,916	0	0%
0 Overall Total		55,356	45,311	-78	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	6,758	-153	-2
We are currently forecasting the Street Lighting budget to be £153k 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.				
Parking Enforcement	0	-380	-425	0%
Whilst we have seen slight declines in the enforcement of established bus gates and bus lanes (with 2 at very high compliance levels) the introduction of new cameras did produce substantially more PCN's than expected. Although it is expected behaviours will improve there is still a continued expectation, especially with the introduction of further new enforcement cameras, the income levels will continue at a similar income level to this financial year.				
Public Library Services	3,306	2,530	+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	895	+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	1,821	+64	+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	3,499	-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	35,920	23,621	709	+2
<p>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 and agreed 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.</p> <p>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 £709,000.</p>				
Major Infrastructure Delivery	1,000	1,501	+156	+14
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	-659	-255	0
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 January 2019 £'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	93.39304	537.39304	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	(147)	(3)	(150)	0	
Sub total	5,385	180	5,565	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	15,670	(1,305)	14,365	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 (January)	Forecast Spend - Outturn (January)	Forecast Variance - Outturn (January)	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	461	759	11	682	0
594	- Safety Schemes	594	501	629	35	594	0
345	- Strategy and Scheme Development work	345	430	355	10	345	0
1,346	- Delivering the Transport Strategy Aims	3,342	1,393	3,301	-41	3,313	0
23	- Air Quality Monitoring	35	12	35	0	35	0
14,591	Operating the Network	16,262	10,141	15,197	-1,065	16,004	0
	Highway Services						
4,300	- £90m Highways Maintenance schemes	3,062	3,855	4,325	1,263	83,200	0
0	- Pothole grant funding	2,415	1,744	2,415	0	2,415	0
0	- National Productivity Fund	692	828	881	189	2,890	0
0	- Challenge Fund	4,171	3,430	4,172	1	6,250	0
0	- Safer Roads Fund	1,302	1,137	1,317	15	1,302	0
0	- Additional Highways Maintenance	6,653	1,549	6,653	0	6,653	0
	Environment & Commercial Services						
395	- Waste Infrastructure	300	71	300	0	5,120	0
250	- Energy Efficiency Fund	374	129	238	-136	1,000	0
0	- Other Schemes	0	0	0	0	214	0
	Cultural & Community Services						
2,611	- Cambridgeshire Archives	2,862	1,344	2,391	-471	5,180	0
1,321	- Libraries	2,835	-117	235	-2,600	3,695	0
	Infrastructure & Growth Services						
3,129	- Cycling Schemes	3,273	887	1,730	-1,543	17,650	0
0	- Huntingdon - West of Town Centre Link Road	957	42	222	-735	9,116	0
1,077	- Ely Crossing	13,109	8,079	12,122	-987	49,000	0
500	- Guided Busway	500	20	500	0	148,886	0
6,663	- King's Dyke	6,000	5,055	5,437	-563	13,580	0
0	- Scheme Development for Highways Initiatives	388	406	388	0	1,000	0
0	- A14	146	182	146	0	25,200	0
0	- Other schemes	23	25	22	-1	0	0
0	- Combined Authority Schemes	4,437	3,240	4,462	25	4,422	0
	Other Schemes						
6,000	- Connecting Cambridgeshire	6,000	0	1,000	-5,000	36,290	0
44,027		81,339	44,902	69,745	-11,594	444,549	0
	Capitalisation of Interest	707	0	707	0		
-8,071	Capital Programme variations	-14,931	0	-3,337	11,594		
35,956	Total including Capital Programme variations	67,115	44,902	67,115	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 £1.3m. 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.

Milton Road Library

Expenditure on the refit of the new library is now unlikely to take place until the new financial year.

Replacement of 2 Library mobiles

Due to the long procurement process, expenditure for these vehicles will now not take place until next financial year.

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 profile is the same as the previous month; the outturn for the financial year is anticipated to be approximately £12.1m. 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

The revised forecast spend for 2018/19 has been revised down from £6m to £5.4m to reflect the fact we are expecting to be in contract with Kier slightly later than previously expected although initial enabling works from the main contract are intended to commence under a Letter of Intent and the overall programme should not be affected.

Cycling Schemes

- Cambridge Cycling Infrastructure (S106 funded projects)

There is likely to be an underspend of £44,000 against the budget which will be carried forward into the 2019/20 financial year and used for other S106 cycling projects.

- City Cycling Ambition Fund

A negative spend is currently shown for this Department for Transport funded programme. This reflects the fact that worst case scenario payments are initially made to utility companies. They then pay a refund on project completion. All of the projects in this programme are now complete except for Abbey-Chesterton Bridge, which is part-funded from this programme, so the refunded amount will be used for the bridge.

- Delivering the Transport Strategy Aims

The final phase of Huntingdon Road has been delayed, and this has impacted negatively on the spend profile for this programme. The work should be completed this financial year, so that spend is in line with the budget.

- Abbey-Chesterton Bridge

It is forecast that the outturn spend will be £1,500,000 less than originally budgeted for this year due to delays in finalising land deals, and the budget will be 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 (January) £'000	Forecast Funding Variance - Outturn (January) £'000
17,781	Local Transport Plan	17,801	16,736	-1,065
373	Other DfT Grant funding	13,523	13,523	0
1,287	Other Grants	5,708	5,146	-562
5,475	Developer Contributions	7,549	4,881	-2,668
8,170	Prudential Borrowing	22,912	15,320	-7,592
10,941	Other Contributions	13,846	14,139	293
44,027		81,339	69,745	-11,594
-8,071	Capital Programme variations	-14,931	-14,931	0
35,956	Total including Capital Programme variations	66,408	54,814	-11,594

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>↓</div> High is good	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>↑</div> Low is good	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>↑</div> Low is good	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>↓</div> Low is good	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	76.9%	90%	58.8%	31 Dec 2018	 High is good	Off Target	Within 10% (Amber)	A total of 17 Freedom of Information Requests were received during the month of November. 10 of these were responded to within the 20 working day deadline. Heads of Service are working with colleagues in the Information & Records service to imbed a new response process following a business support restructure in late 2018
% of complaints responded to within 10 days	Monthly	87%	90%	90%	31 Dec 18	 High is good	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	 Low is good	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			
		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			
		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			
		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/liningworks/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	Awaiting 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 October. 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		13			
Total Completed		1			
Total Outstanding		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	Planted			
	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	July - End of Dec 2017	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								

Summary of Place & Economy establishment (P&E)

The table below shows:

- Number of FTE employed in P&E
- Number of vacant FTE the service want to hold in P&E
- Total number FTE on the establishment
- The percentage of the total establishment which are vacant posts

Notes on data:

The current vacancies within P&E represent 11.9% of the total P&E establishment.

NB. Libraries are holding 9 vacancies in 2018/19 to meet budget requirements.

		Sum of FTE employed	Sum of Vacancy FTE	Total FTE on establishment	The % of total establishment which are vacant posts
Grand Total		644	86.70	730.70	11.9%
Cultural & Community Services	Asst Dir - Cultural & Community Services	2	0	2	0.0%
	Coroners	22	2	24	8.3%
	Cultural Services	5	0	5	0.0%
	Passenger Transport other	12	2	14	14.3%
	Public Library Services	172	21.50	193.50	11.1%
	Archives	16	0	16	0.0%
	Registration & Citizenship Services	23	1.2	24.2	5.0%
Cultural & Community Services Total		252	26.70	278.70	9.6%
Environmental & Commercial Services	Asst Dir - Environment & Commercial Services	1	2	3	66.7%
	Energy	7	1	8	12.5%
	Flood Risk Management	8	2	10	20.0%
	Historic Environment	10	0	10	0.0%
	County Planning Minerals & Waste	12	0	12	0.0%
	Waste Disposal including PFI	7	1	8	12.5%
	Outdoor Education (includes Grafham Water)	78	4	82	4.9%
Environmental & Commercial Services Total		123	10	133	7.5%
Highways	Assist Dir - Highways	2	0	1	0.0%
	Asset Management	15	3	18	16.7%

	Highways Maintenance	34	5	39	12.8%
	Highways Other	9	2	11	18.2%
	Highways Projects and Road Safety	62	8	70	11.4%
	Park & Ride	17	1	18	5.6%
	Parking Enforcement	16	2	18	11.1%
	Street Lighting	2	1	3	33.3%
	Traffic Management	37	8	45	17.8%
Highways Total		193	30	223	13.5%
Infrastructure & Growth	Asst Dir - Infrastructure & Growth	2	1	3	33.3%
	Growth & Development	12	3	15	20.0%
	Highways Development Management	12	4	16	25.0%
	Major Infrastructure Delivery	29	7	36	19.4%
	Transport & Infrastructure Policy & Funding	16	3	19	15.8%
Infrastructure & Growth Total		71	18	89	20.2%
Exec Dir	Executive Director	5	2	7	28.6%
	Business Support	0	0	0	0.0%
Exec Dir Total		5	2	7	28.6%

**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: **14th March 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 and agree to cancelling the April meeting unless an urgent need arises to hold the meeting;**
- (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 February 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	Not applicable

implications been cleared by 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 1st March 2019

Revised 6th March 2019

APPENDIX 1 AGENDA ITEM 12

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
	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		
	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		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Economy and Environment Committee Agenda Plan, Training Plan and Outdsside Body / Other Appointments	Graham Hughes / Rob Sanderson	Not applicable		
<i>11/04/19</i> (Reserve date)				28/03/19	02/05/19
23/05/19	Highways Response to West Cambridge Master Planning Report	David Allatt	2018/040	10/05/19	14/05/19
	Transport Scheme Development Programme Review of Sifting Process	Karen Kitchener	Not applicable		
	Cambridge Capacity Study	Jeremy Smith / Andy Preston	Not applicable		
	Finance and Performance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Training Plan	Rob Sanderson	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
20/06/19 Reserve date)	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable	07/06/19	11/06/19
		Democratic Services	Not applicable		
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 Appointments	Rob Sanderson Democratic Services	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
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 Appointments	Rob Sanderson Democratic Services	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 Appointments	Rob Sanderson 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 Appointments	Rob Sanderson Democratic Services	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
05/12/19	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	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 Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	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
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 Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson 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 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 Appointments	Rob Sanderson Democratic Services	Not applicable		
		Karen Kitchener	Not applicable		

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

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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

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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

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								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

APPENDIX 2

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		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

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		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

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								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%

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									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

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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

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		demands of a rising elderly population, • 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			

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	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

