

ENVIRONMENT AND SUSTAINABILITY COMMITTEE



Thursday, 17 September 2020

Democratic and Members' Services

Fiona McMillan
Monitoring Officer

10:00

Shire Hall
Castle Hill
Cambridge
CB3 0AP

Virtual Meeting
[Venue Address]

AGENDA

Open to Public and Press

CONSTITUTIONAL MATTERS

1. **Apologies for absence and declarations of interest**
Guidance on declaring interests is available at
<http://tinyurl.com/ccc-conduct-code>
2. **Minutes of the Environment & Sustainability Committee meeting** **5 - 16**
held 9th July 2020
3. **Action Log** **17 - 18**
4. **Petitions and Public Questions**

KEY DECISIONS

5. **Milton Household Recycling Centre** **19 - 30**

OTHER DECISIONS

6.	North East Cambridge Draft Area Action Plan Consultation	31 - 44
7.	The Great Ouse Fens Tactical Plan - Changes to Flood Risk Funding	45 - 58
8.	Northstowe Phase 3a - Outline Planning Application Consultation Response	59 - 94
9.	Northstowe Phase 3b - Outline Planning Application Consultation Response	95 - 116
10.	Environment and Sustainability Committee Agenda Plan, Training Plan and Appointments to Outside Bodies	117 - 120

The Environment and Sustainability Committee comprises the following members:

Councillor Josh Schumann (Chairman) Councillor Tim Wotherspoon (Vice-Chairman)

Councillor Anna Bradnam Councillor Lorna Dupre Councillor Ian Gardener Councillor John Gowing Councillor Peter Hudson Councillor Jocelyne Scutt Councillor Mathew Shuter Councillor Graham Wilson

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

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<https://tinyurl.com/CommitteeProcedure>

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ENVIRONMENT AND SUSTAINABILITY POLICY AND SERVICE COMMITTEE:
MINUTES

Date: Thursday 9th July 2020

Time: 10:00am – 12:20pm

Present: Councillors A Bradnam, L Dupre, J French (Substituting for Councillor M Shuter), I Gardener, J Gowing, P Hudson, J Schumann (Chairman), J Scutt, G Wilson and T Wotherspoon (Vice-Chairman).

Apologies: Councillor M Shuter

15. APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

Apologies for absence were noted as recorded above.

Councillor Ian Gardener declared a non-pecuniary disclosable interest in relation to Item 7 and 8, as he was the Vice-Chairman of Cambridgeshire County Council's Planning Committee.

16. MINUTES – 25TH JUNE 2020

The minutes of the meeting held on 25th June 2020 were agreed as a correct record subject to the following amendment. Minute 11 - Wisbech MVV Medworth Energy from Waste Combined Heat and Power Proposal - Paragraph 6 – insert 'not' into the following statement, 'She commented that she did 'not' want to challenge the professional advice provided by officers, but wanted to ensure that all aspects of the application had been considered'.

17. ENVIRONMENT AND SUSTAINABILITY COMMITTEE ACTION LOG

The Action Log was noted, together with the following update:

Action 13 - This action had been completed following the circulation of an email update on 7th July 2020.

18. PETITIONS AND PUBLIC QUESTIONS

No petitions or public questions had been received.

19. FINANCE MONITORING REPORT - MAY 2020

The Committee was presented the Finance Monitoring Report for Place and Economy (P&E) Services as at the end of May 2020. The Strategic Finance Manager informed the Committee that the shaded budget lines in Appendix 1 of the report indicated the budgets that were under the remit of this Committee. However, it was reported that a number of these shaded lines had not been included in the report. It was noted that this error would be corrected in future reports. P&E were forecasting a revenue overspend of £3.6m. £5.2m of the forecasted pressures were attributable to loss of income due to the impacts of Covid-19. Offsetting these pressures were a £600k underspend on waste and a £1m prior year adjustment on street lighting. On the capital side, attention was drawn to Appendix 8 of the report which detailed the budget changes needing to

be agreed. It was highlighted that the 'Waste – North Cambridge HWRC' budget line should be shaded.

One Member queried why the tonnage of waste and recyclables collected at the kerbside had increased due to the impact of Covid-19. The Strategic Finance Manager stated that she could not provide any detail on this. She had discussed this with the Waste Management Team and they had suggested that this increase was linked to a number of factors which could not be pinned down.

It was resolved unanimously to:

- a) Confirm support for the capital budget changes as detailed in Appendix 8 and refer them to General Purposes Committee for approval;
- b) Review, note and comment upon the report.

20. APPROVE GRID CONNECTION COSTS FOR ST IVES SMART ENERGY GRID

The Committee considered a report seeking approval to accept a grid connection offer from UK Power Networks for the St Ives Park and Ride Smart Energy Grid. The Committee's attention was drawn to the information found within the report. The Delivery Manager, Energy Investment Unit stated that the St Ives Smart Energy Grid project was one of a portfolio of clean energy projects being developed on Council owned assets. It was highlighted that at times there would be a shortfall in the generation of electricity at the Park and Ride site, which would need to be supplemented by grid-supplied electricity. There were two ways to accomplish this; either via a grid connection owned by a Power Purchase Agreement (PPA) customer, or through a direct connection to the grid. The first option established a two-way connection to a PPA customer, allowing the project to sell and purchase electricity. This process was only possible with one of the two potential PPA customers. As commercial negotiations were still ongoing, the customer who could achieve this two way connection would be referred to as 'customer A'.

The Chairman informed the Committee that there had been no response from Customer A since their last meeting with them due to the impacts of Covid-19. The Delivery Manager stated that the Energy Manager who was employed by Customer A had been furloughed, but was still able to work on this matter.

Individual Members raised the following issues in relation to the report:

- In reference to Appendix 1, highlighted the Covid-19 related risk regarding the Ministry of Housing, Communities and Local Government (MHCLG) reducing the number of staff working on European Regional Development Fund (ERDF) projects. The Member queried how the impact of this risk would be mitigated. The Chairman clarified that the project was at a stage where this risk would not cause a significant issue. However, if officers needed the ERDF funding signed off then the impact of this risk would be more significant. He stated that it was important for officers to be cautious whilst managing risks.
- In reference to Appendix 1, highlighted the non-Covid-19 related risk regarding the new immigration policy and the impacts of this on staffing cost. The Member queried how realistic it was to hire staff from within the

UK and to ensure they were available when needed. The Delivery Manager stated that the only mitigation that could be put in place was to, where possible, hire staff from within the UK. She explained that in order to do this, officers would need to survey subcontracting companies to establish if they would be available when the installation process commenced. Some projects had been put on hold due to Covid-19, which meant that some UK based firms could be available for installation. It was noted that officers were waiting on confirmation from MHCLG before they progressed this project.

- Queried whether the report could have been considered in confidential session due to the Council having ongoing negotiations with customer A. The Chairman suggested that whilst the Council and Customer A did want to work together, putting this information in the public domain would show customer A that alternative routes were being explored if negotiations were unsuccessful. He suggested that publishing this information would not cause any issues in the negotiations with customer A. The Delivery Manager stated that if the Council did not get a response from customer A, alternative arrangements would have to be made. The Programme Director, Climate Change and Energy Investment agreed that including the £73,120 provisional quote from UKPN in the report should not impact negotiations as if this route was taken, customer A would not be involved in the project.
- In reference to paragraph 2.6, queried whether UKPN had been able to conduct a site visit recently and whether officers had been provided with an updated provisional quote. The Delivery Manager confirmed that UKPN had not conducted another site visit since providing the initial quote of £73,120. She suggested that she could contact UKPN and request an updated quote. **(Action required)**
- Councillor Dupre, with agreement of the Committee proposed to make the report recommendations more explicit to include the delegation to the Chief Finance officer in consultation with the Chair to proceed with the UKPN grid connection offer in a timely manner if the negotiations with the necessary customer was unsuccessful.

It was resolved unanimously to:

If negotiations with the necessary customer are unsuccessful, delegate authority to the Chief Finance Officer in consultation with the Chairman of the Environment and Sustainability Committee, to proceed with the UKPN grid connection offer in a timely manner.

21. APPROVE ADVANCE EXPENDITURE ON THE CIVIC HUB SOLAR CAR PORT PROJECT

The Chairman reported that he had accepted this as a late report on the following grounds:

1. Reason for lateness: The Solar carport project must integrate with the Civic Hub Build Programme. Last week it was identified that an opportunity to deliver the solar carport foundations could save the council £200,000 if this work dovetailed with on-site works on the Civic Hub due in July.
2. Reason for urgency: As this spend had not yet been agreed as part of the solar carport project investment grade proposal, a decision was taken on Wednesday morning 1st July, to urgently submit a paper for 9th July committee for approval.

The Committee considered a report requesting budget approval for advanced works that would facilitate the Solar Carport Project more cost effectively by dovetailing with construction planned on the Civic Hub. The Programme Manager, Energy Investment Unit drew the Committee's attention to the information found within the report. She stated that it was important to complete the ground work now in order to enable the solar canopies to be installed above ground at a later date. The contractors on site had estimated that this work could be completed now for £187,989 in comparison to approximately £391,000, if the work was completed at a later date.

The Chairman thanked the officers who had worked on this project and welcomed the speed at which it had been delivered. However, he noted the requirement for a contingency budget.

Individual Members raised the following issues in relation to the report:

- Sought more information regarding planning permission for the project. The Programme Manager stated that a pre application meeting had been held with planners from Cambridgeshire County Council (CCC) and Huntingdonshire District Council (HDC) and had been positively received. Three key pieces of feedback had been received which were:
 1. To ensure that the solar carports matched the colour of the Civic Hub;
 2. The landscaping should be considered furthered, as the solar carports would block some sunlight. She commented that officers would communicate with the landscape architect who was used for the Civic Hub to address this; and
 3. The layout of the carpark should be considered further. The Chairman commented that this feedback suggested that there was nothing fundamentally wrong with the project design.
- Sought more information regarding the challenging ground conditions. The Programme Manager stated that ground surveys had already been undertaken for the Civic Hub. This had meant that officers had a greater understanding of the ground conditions on the site which meant the appropriate foundations could be chosen for the solar car ports.

- In reference to paragraph 4.3, queried if officers could increase the proposed size of the solar carport. The Member suggested that if the size of the solar car port was reduced, the benefit-cost ratio would also be reduced as they wouldn't be able to export as much electricity to the grid. The Programme Manager stated that the size of the solar carport was constrained by the existing grid network. She commented that officers did not want to design a system that exceeded the capacity of the existing grid network. The Member raised concerns as this project was being built on a brand new site. The Chairman commented that the distribution network was larger than the Alconbury Weald site. By increasing the size of the project, it would become less financially viable as the Council would have to pay a significant grid connection fee. The Programme Director for Climate Change and Energy Investment explained that if the project triggered an upgrade on the distribution network, the Council could be subjected to significant costs for upgrading the distribution network. This could mean that the business case would not pay back within a 20 year time frame. She suggested that that it was important to consider the energy demand on the site and aim to generate as much electricity as possible for the site. The Programme Manager stated that Bouygues Energies and Services Ltd (BES), the engineers who were designing the scheme were aware of this grid constraint and had therefore sized the solar carports accordingly.
- Commented that if a grid connection upgrade was triggered by CCC, whether the cost of this could be divided between subsequent connectors. The Chairman suggested that this was a wider issue that did need to be discussed at a future meeting.
- Councillor Scutt stated that the Labour Group did not agree with Cambridgeshire County Council moving to Alconbury Weald. She commented that the Cambridgeshire and Peterborough Combined Authority (CPCA) had already surrendered their lease on the site. She suggested that the decision to move from Shire Hall was not considered fully and other alternatives had not been explored. The Chairman clarified that a significant amount of work had been undertaken on the Cambs 2020 Programme regarding the move to Alconbury Weald.
- In reference to the Equality Assessment, stated that road users with disabilities should be able to use the solar carports. The Programme Manager stated that the three solar carport arrays would be constructed over every other row of parking. The arrays would not be built over the disabled marked bays so would not cause any access issues. The Member queried whether individuals who parked in the disabled parking bays would have access to the solar carports. The Programme Manager stated that she could not provide more information on this as the Civic Hub Project Board were installing the solar car ports. The Chairman clarified that this would be considered further and agreed that the Solar Car Ports should be accessible to everyone.
- Commented that the new Civic Hub building would be more environmentally friendly than Shire Hall.

It was resolved by a majority to:

- a) Note the challenge of interfacing the Solar Carport and Civic Hub build programmes.
- b) Approve expenditure of £187,959 for the construction of the solar carport foundations to interface with the Civic Hub build programme.
- c) Approve a £60k contingency budget for additional works that may be required.

22. COMMUNITY CONSULTATION ON A HEAT SUPPLY AGREEMENT FOR SWAFFHAM PRIOR COMMUNITY HEAT PROJECT

The Chairman reported that he had accepted this as a late report on the following grounds:

1. Reason for lateness: The heat tariff modelling was only finalised and tested for equivalent costs on servicing costs for oil boilers on 1st July 2020. The report could therefore only be finalised once this evidence had been made available.
2. Reason for urgency: Require Committee approval for officers to consult on the Heat Supply Agreement and the tariff prices with the Swaffham Prior community ahead of asking them to formally sign a Heat Supply Agreement from September 2020. Taking the report to Committee at this stage would allow the project time to share the contents of the Heat Supply Agreement (HSA) and explain it in detail ahead of formal signatures to the local community before September.

The Committee considered a report seeking approval to proceed to community consultation in Swaffham Prior on the key terms and conditions of the HSA and to share how the community sign up process would inform the investment decision. The Programme Director, Climate Change and Energy Investment drew the Committees attention to the information found within the report and Appendix A and B. It was highlighted that the planning application submission for this project was imminent.

The Chairman requested that the full version of the HSA be circulated to the Committee. He thanked the officers who had worked on this project and stated that this was an attractive scheme for residents whilst maintaining financial viability. **(Action required)**

Committee Members agreed that the draft HSA document had been produced to a high standard and could be easily understood by the public.

Individual Members raised the following issues in relation to the report:

- Sought more information regarding the risks associated with residents switching energy supplier. The Programme Director, Climate Change and Energy Investment commented that residents were not inclined to enter a 20 year contract because they wanted to ensure that they were receiving best value for money. She stated that the price of the heat agreement

would be less than the residents' current oil price. Every 5 years, a benchmark calculation would be performed which would demonstrate the best value price offered to them. This calculation would be benchmarked against the price of oil and other heating systems. She suggested that if officers could demonstrate that this project would offer residents best value for money, then residents would not desire to change supplier.

- Sought more information as to how the Council could build up a relationship with the residents of Swaffham Prior who had not yet signed up to the heat project. The Chairman, as the Local Member for Swaffham Prior informed the Committee that the feedback he had received from some residents suggested that they had not signed up due to concerns regarding whether the project could be completed. He suggested that once the project progressed, residents would be much more interested in signing up. He commented that the HSA would help the Council engage with the community. The Programme Director, Climate Change and Energy Investment stated that officers could now provide residents with an accurate price for this heat agreement. She agreed that residents had been unsure as to whether this project could be achieved. She commented that it was important to get as many early adopters of the heat project as possible. To ensure this would happen, officers were offering a free grid connection for the residents who signed up as early adopters.
- Raised concerns regarding the full HSA residents would have to complete to sign up to the heat project. The Member queried whether officers would be able to explain this document to residents. The Programme Director, Climate Change and Energy Investment stated that a set of short videos were being developed by officers from legal and finance to explain the various parts of the HSA. One issue that had been identified was that due to Covid-19, there were a number of residents who were shielding. This had meant that officers would not be able to talk them through the HSA in person. Some of these shielded residents needed this guidance as they had 30 years of having an oil boiler.
- Commented that there could be some residents in Swaffham Prior whose first language was not English. The Member suggested that the HSA had to be explained carefully to them as well. The Chairman confirmed that this issue was already being considered by officers

It was resolved unanimously to:

- a) Note how the consultation on the Heat Supply Agreement will inform the investment decision later this year.
- b) Agree the key parameters of the draft Heat Supply Agreement as set out in the report and Appendix A, and to proceed to community consultation.
- c) Approve joining the Heat Trust and signing up to their standards for the Swaffham Prior Community Heat Project.

23. APPOINTMENT TO EXTERNAL BOARDS – LOCAL NATURE PARTNERSHIP (NATURAL CAMBRIDGESHIRE) GOVERNANCE

The Committee considered a report outlining the changes to the Local Nature Partnership's (LNPs) constitution, requesting that a member be appointed to the LNPs Board of Trustees and seeking approval to fund the LNP up to £5,000 for 2020/21. The Flood Risk & Biodiversity Business Manager drew the Committee's attention to the information found with the report and appendix A and B.

Individual Members raised the following issues in relation to the report:

- Stated that she had received concerns from Cambridge residents regarding the amount of development in Cambridge City and the effects this was having on the river and greenspaces. The Member suggested that residents were concerned that the membership of the LNP seemed to serve the interests of developers rather than communities. She sought more information as to how the membership of the LNP was determined and how conflicts of interest were managed. The Flood Risk & Biodiversity Business Manager clarified that the LNP had no formal decision making powers e.g. related to planning. Therefore, conflicts of interest would not be an issue. She explained that the Board of Trustees did have two members who represented businesses. However, the majority of members on the Board represented non-government organisations (NGOs) such as Natural England, Cambridgeshire County Council and environmental charities. The Chair of the Board acted independently. She suggested that across Cambridgeshire there would be a large amount of growth, the LNP believed that they must work alongside and challenge developers in order to create sustainable developments. She informed the Committee that the LNPs agendas and minutes would be available to access online.
- Sought more information regarding who could join the LNP and who made the decision to appoint members to the Board of Trustees. The Flood Risk & Biodiversity Business Manager explained that anyone could contact the LNP and ask to join the Partnership Forum. However, to join the Board of Trustees, individuals must be invited and demonstrate that they've got the necessary environmental knowledge and experience to help inform the LNP's own decision making process. The Terms of Reference (TORs) stated that the Board of Trustees could nominate 3 representatives from the Partnership Forum to sit on the Board.
- Suggested that some communities in Cambridge had not had good experiences with developers. The Member suggested that developers should be co-opted onto the Board of Trustees and not be a full member. The Flood Risk & Biodiversity Business Manager stated that she would pass on the concerns to the LNP. **(Action required)**
- Sought clarification that the Board of Trustees would maintain a register of Trustee interests. The Flood Risk & Biodiversity Business Manager believed that this was the case. The Chairman drew the Committee's attention to page 70 of the agenda which stated that the Board of Trustees would maintain a register of Trustee interests, which would be updated at least annually and published on their website. The Flood Risk & Biodiversity Business Manager informed the Committee that the LNP had

confirmed that all representatives on the Board of Trustees would only sit for a year.

- In reference to paragraph 1.1, sought clarity regarding the meaning of 'Local Enterprises'. The Flood Risk & Biodiversity Business Manager clarified that it should read Local Enterprise Partnerships (LEPs). It was noted that the LEP in Cambridgeshire was linked to the CPCA's Business Board.
- Raised concerns regarding the LNPs accountability and transparency. The Member commented that even though the LNP could not make decisions, they still had some influence on the decision making process. Going forward, the Council's engagement with the LNP would have to be carefully considered. She stated that the LNP was not under the Council's control and believed that the Council had to ensure that local accountability and transparency was being maintained. The Chairman agreed and suggested that the Council should ensure that the LNP was carrying out good governance practices.
- Queried whether the proposed £5,000 of funding would be sufficient. The Chairman commented that the LNP would be applying for grant funding. The Flood Risk & Biodiversity Business Manager stated that in previous years, the LNP had received £1,000 in funding from most its partners so the increase to £5,000 would help. Previously CCC had also allocated an officer to provide secretariat support to the LNP for up to two days a week. She suggested that other LNPs partners will hopefully now also make contributions to help cover secretariat and LNP projects
- The Chairman, with agreement from the Committee proposed that Councillor Nieto be nominated to the LNPs Board of Trustees and Councillor Anna Bradnam be nominated to the LNPs Partnership Forum.

It was resolved unanimously to:

- a) Endorse the Council's request to be appointed to the new Board.
- b) Nominate Councillor Lina Nieto to the Board.
- c) Agree to fund the 'new' Natural Cambridgeshire up to £5,000 for 2020/21.

24. CAMBRIDGESHIRE COUNTY COUNCIL'S RESPONSE TO COVID-19

The Chairman reported that officers had been asked to bring a report on the Covid-19 response to date for those services for which each Policy and Service Committee was responsible. A similar report would be brought to each future meeting until further notice.

Given the rapidly changing situation and the need to provide the committee and the public with the most up to date information possible, the Chairman reported that he had accepted this as a late report on the following grounds:

1. Reason for lateness: To allow the report to contain the most up to date information possible.
2. Reason for urgency: To enable the committee to be briefed on the current situation in relation to the Council's response to Covid-19 for those services for which it was responsible.

Introducing the report, the Executive Director for Place and Economy drew the Committee's attention to the information found within the report and highlighted the actions taken by Place and Economy (P&E) to respond to Covid-19.

Individual Members raised the following issues in relation to the report:

- Raised concerns regarding traffic levels increasing to around 70% of pre Covid levels following the reopening of all non-essential retail. The Member suggested that this issue related to individuals still being reluctant to use public transport and preferring to use a private car. She suggested that it would be difficult to get these individuals to transition back over to using public transport. She acknowledged that encouraging modal shift was going to be difficult at this current time and suggested that this issue should be monitored closely in conjunction with the Highways and Transport Committee. The Chairman commented that the CPCA were aware of this issue. He agreed that this increase in traffic levels had occurred due to the public being skeptical of returning to public transport and the reduction in public transport provision. It was noted that this issue was being addressed. The Executive Director, Place and Economy stated that he had attended a meeting of the Transport Restart Group with the CPCA where it was reported that traffic levels in some part of the County were close to returning to 100%. He agreed that this needed to be closely monitored going forward.
- Suggested there would be a decrease in traffic levels once individuals had seen their friends and families. The Chairman acknowledged that once lockdown measures had eased, there would be an increase in traffic levels.
- In reference to the booking system introduced at the Milton Household Recycling Centre (HRC), informed the Committee that there was a Covid-19 testing station located at Milton Park and Ride, which was in the locality of the Milton HRC. The Member stated that residents wanting to use the HRC were queuing in Milton Park and Ride.

- Queried whether the booking system could be abolished as a number of farmers in the locality of the Milton HRC were finding evidence of fly tipping on their land. She suggested that this was occurring as residents wanting to use the HRC were being turned away as they had not booked a time slot. The Chairman confirmed that the booking system was under constant review. He stated that it was important to ensure the safety of residents and officers at the HRCs. The booking system was introduced to stop queues forming on highways which had been posing a significant risk and to ensure social distancing measures could be adhered to. The Chairman stated that fly tipping was illegal and that the Council would use all the evidence available to them to identify the individuals who were fly tipping. The Executive Director, Place and Economy reiterated the fact that the booking system was introduced to ensure that the HRCs could reopen safely. Officers were meeting weekly to establish whether the booking system could be relaxed. If certain elements of the booking system were not working, officers would take this away and identify a solution.

It was resolved unanimously to:

Note the progress made to date in responding to the impact of the Coronavirus.

25. ENVIRONMENT AND SUSTAINABILITY COMMITTEE AGENDA PLAN, TRAINING PLAN AND APPOINTMENTS TO OUTSIDE BODIES AND INTERNAL ADVISORY GROUPS AND PANELS

The Programme Director, Climate Change and Energy Investment stated that officers could provide Members with a presentation in August on carbon valuation and environment implications in preparation for a carbon valuation report being brought to Committee in September. She requested that the 'Climate Change Strategy' and 'Energy Projects' training sessions be moved from July to September.

The Executive Director for Place and Economy suggested that the training session in August should focus on the items the Programme Director, Climate Change and Energy Investment had raised and 'How to respond to a consultation response'. He also stated that the 'Waste PFI Overview' training session could be arranged at a later date. The Chairman requested that a more detailed training plan outlining how the session would be delivered, the timings of the session and the outcomes of the session was circulated to the Committee. **(Action required)**

Individual Members raised the following issues in relation to the training plan:

- Highlighted that there were no Policy and Service Committee meetings scheduled for August and expressed concern that it may impact Members' attendance at a training session.
- Sought more information regarding the 'How to respond to a consultation response'. The Executive Director for Place and Economy stated that the wording of this session would be changed when the updated training plan was circulated.

It was unanimously resolved to:

Note the Committee Agenda Plan

Chairman

**ENVIRONMENT &
SUSTAINABILITY POLICY &
SERVICE COMMITTEE**



Minutes-Action Log

Introduction:

This is the updated action log as at **2nd September 2020** and captures the actions arising from the most recent Environment and Sustainability Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

Minutes of 9th July 2020					
20.	Approve Grid Connection Costs for St Ives Smart Energy Grid.	Cherie Gregoire	<p>Queried whether UKPN had been able to conduct a site visit recently and whether officers had been provided with an updated provisional quote.</p> <p>The Delivery Manager, Energy Investment Unit to contact UKPN and request an updated quote.</p>	<p>UKPN have committed to refreshing their quote which will also extend the timeline for accepting, however they have yet to provide the new quote.</p> <p>We were provided with a revised quote from UKPN and the price has gone up somewhat to £78,045 from £73,120. Both figures are inclusive of VAT. As negotiations have progressed with one of the Power Purchase Agreement customers that may make this work unnecessary. We have until November 1 to accept the quote.</p>	COMPLETED

22.	Community Consultation on a Heat Supply Agreement for Swaffham Prior Community Heat Project.	Sheryl French	Full version of the Heat Supply Agreement (HSA) to be circulated to the Committee.	<p>Please find below the link to access the Full HSA and the online explanations we have developed for the community to make the HAS accessible.</p> <p>https://heatingswaffhamprior.co.uk/HSA/</p> <p>Also attached is the planning application FYI https://heatingswaffhamprior.co.uk/documents/planning/</p>	COMPLETED
23.	Appointment to External Boards – Local Nature Partnership (Natural Cambridgeshire) Governance	Julia Beeden	A Member suggested that developers should be co-opted onto the Board of Trustees and not be a full member. The Flood Risk & Biodiversity Business Manager stated that she would pass on the concerns to the LNP.	Concerns passed on. All Trustees will only stand for one year so that a review of the Board can be undertaken in 12 months' time.	COMPLETED
25.	Environment and Sustainability Committee Agenda Plan, Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels.	Steve Cox	The Chairman requested that a more detailed training plan outlining how the sessions would be delivered, the timings of the sessions and the outcomes of the sessions was circulated to the Committee.	The forward agenda of the training plan has been completed with dates and outcomes for the next training session. Each session's outcomes will be updated nearer the time of the training.	COMPLETED

MILTON HOUSEHOLD RECYCLING CENTRE

To: Environment and Sustainability Committee

Meeting Date: 17th September 2020

From: Steve Cox, Executive Director Place and Economy

Electoral division(s): Waterbeach, Histon and Impington, Kings Hedges, Arbury, Castle, Chesterton, Abbey, Newnham, Market, Romsey

Forward Plan ref: 2020/013 **Key decision:** Yes

Outcome: Maintain the Household Recycling Centre (HRC) at its current location on Butt Lane Milton independently from the adjacent landfill site, expand and redevelop the HRC.

Recommendation: Members are asked to support the recommendation in 2.5 to take forward design Option 3 for public consultation and planning submission.

Members are asked to delegate responsibility to The Executive Director – Place and Economy in consultation with the chair of Environment and Sustainability Committee to:

- a) work with the landfill operator to minimise the impact of retaining and expanding the Household Recycling Centre at Butt Lane Milton on the landfill site operations,
- b) prepare an application to decouple the Household Recycling Centre from the landfill and make the Household Recycling Centre permanent in its current location,
- c) carry out a pre-application consultation with the local community on the preferred site design,
- d) submit a planning application to retain, expand and upgrade the Household Recycling Centre, and
- e) submit a section 73 planning application to make the necessary amendments to the restoration profiles for the landfill site to allow the Household Recycling Centre to remain in its current location.

<i>Officer contact:</i>	<i>Member contacts:</i>
Name: Adam Smith	Names: Cllrs Josh Schumann and Tim Wotherspoon
Post: Commission Manager (Waste)	Post: Chair/Vice-Chair
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Tel: 01223 727977	Tel: 07841524007 / 01954 252 108

1. BACKGROUND

- 1.1. The Milton Household Recycling Centre (HRC) located on Butt Lane receives the second highest number of visits in the network with over 4,200 vehicle movements per week which equates to 15% of all HRC vehicle movements. Milton handles approximately 10,000 tonnes of waste a year. The site is a single level design that requires residents to climb steps to deposit their waste and recyclables in some of the containers.
- 1.2. The Milton landfill site, including the area occupied by the HRC, is owned by the County Council and leased to FCC Environment on a 99 year lease that will expire in 2092. The lease contains a right for the County Council to occupy part of the land, as reasonably required, for the operation of an HRC.
- 1.3. The current planning consent for the landfill is due to expire in December 2026 and planning conditions require that the HRC is removed within 12 months of expiry to allow that area to be restored.
- 1.4. The planning consent for the HRC at Milton is covered by the consent for the adjacent landfill site. The landfill site operator, FCC Environment, has recently obtained an amendment to extend the planning consent for the landfill until 2026, at which point it is expected that the landfill will have reached the end of its operational life. FCC Environment's amendment to the landfill planning consent automatically extended the life of the HRC until December 2025, after which the HRC would need to be removed to allow the landfill restoration to be completed.
- 1.5. The landfill and the HRC are both located in an area designated as Green Belt land. Planning policy allows for landfills to exist on Green Belt land, but only allows HRCs under extraordinary circumstances. A property search and assessment of available sites ranked the current location of the HRC on Butt Lane as the most suitable location for a HRC to serve residents in the surrounding communities and in the north of Cambridge city.
- 1.6. Estimates indicate that the population of Cambridgeshire will increase by 105,000 by 2031, with a potential increase in waste production of up to 63,000 tonnes. The existing recycling infrastructure and capacity will need to adapt and evolve to manage the estimated increase in population and demand for the HRC service in the catchment area of the Milton site.
- 1.7. Officers have commissioned external consultants with experience of gaining planning permissions on Green Belt land to assist with the preparation of a planning application to decouple the HRC from the adjacent landfill site to allow a continuation of service in line with current growth predictions, and to design enhancements to the HRC to manage the forecast increase in demand.

2. TECHNICAL

- 2.1. A property search was carried out in 2017 (and refreshed in 2019) to identify any suitable land that could be acquired and developed to replace the Milton HRC. The current Milton HRC on Butt Lane and the sites identified in the search were assessed for suitability using the criteria in the Supplementary Planning Document (The Location and Design of Waste Management

Facilities) and the Minerals and Waste Development Framework. The assessment of sites ranked the current location of the HRC on Butt Lane as the most suitable location.

- 2.2. If a planning application to retain an HRC at Milton were successful it is highly likely that conditions would be imposed requiring the HRC to be improved to be suitable for the increased demand that is forecast. The Waste and Resources Action Programme (WRAP) best practice guidance recommends that higher tonnage sites, such as Milton, are of a split level design to provide ground level access to deposit waste into containers and allow segregation of the public from vehicles servicing the site to minimise disruption and improve site safety. This type of design can also enhance the experience of the public on sites of all sizes, making it easier for both users and staff to focus on recycling.
- 2.3. Planning and design principles have been based on an assessment of forecast population growth and associated site demand over the next 70 years, however the planning application is to be based on projected growth in demand up to 2046 giving an initial forecast over a 26 year period which is in line with future local plan projections.
- 2.4. A process of design iteration has been followed through consultation with Council Officers and Amey as the site operator. Three initial designs, shown in **Appendix 2**, were developed to incorporate the key requirements of ensuring capacity over the extended 70 year period, improved site operations and safety through the use of a split level site and improved segregation of site users and operations, improved customer parking and throughput to maximise site efficiency, increased opportunity for material recycling and reuse (including provision of a more permanent reuse shop) and facilities to allow the acceptance of trade waste from small and medium-sized enterprises (SMEs) for a charge.
- 2.5. An assessment of estimated construction costs suggested that the largest of the three designs is likely to be the cheapest due to the use of a natural drop off in landfall to create a split level site, rather than the use of elevated structures. This design (Option 3 - see **Appendix 2**) is therefore proposed to be taken forward for public consultation and subsequently planning permission.
- 2.6. Supporting baseline studies have been undertaken and will be reassessed against the final facility design when completed. These cover ecological, landscape, transport, visual, noise and air quality impacts.
- 2.7. Agreement is required with FCC Environment regarding the additional land take associated with an expanded HRC and amendments to the landfill restoration profile to allow the HRC to remain in its current location and be extended. Discussions are already underway with FCC Environment.
- 2.8. The landfill restoration profiles will require planning amendment through submission of a S.73 notice to allow the HRC to be retained and extended. Void lost by retaining the HRC will be redistributed over the whole landfill area to support the restoration of the site to agreed landform levels.

3. FINANCIAL

- 3.1. Financial details are confidential and contained within **Appendix 3**.

4. RISKS

- 4.1. There is a risk that the decision on an application to decouple the HRC planning consent from the landfill is called in by the Secretary of State due to the location of the site in an area designated as Green Belt. This could delay a planning decision by approximately seven months.
- 4.2. In the event the planning application to decouple the HRC consent from the landfill and retain the HRC is rejected there is a risk that there will be no HRC site provision for residents in the north of Cambridge City, Milton and the surrounding communities from an HRC site on Butt Lane.

5. TIMESCALES

- 5.1. FCC submit an application to amend the landfill end date - December 2018.
- 5.2. Decision made on FCC's planning amendment – March 2020.
- 5.3. Engagement with South Cambridgeshire District and Cambridge City Council on outline proposals – October 2020
- 5.4. Public consultation on HRC proposal prior to submission of planning amendment – late October 2020.
- 5.5. CCC submit an application to decouple the HRC permission from the landfill and make the HRC permanent –December 2020. (This is subject to a number of milestones being achieved in relation to preparing and submitting the planning application).
- 5.6. Decision made on CCC's HRC planning application – April 2021 to December 2021 (depending on whether the application is called in by the Secretary of State).

6. ALIGNMENT WITH CORPORATE PRIORITIES

6.1. A good quality of life for everyone

There are no significant implications for this priority.

6.2. Thriving places for people to live

There are no significant implications for this priority.

6.3. The best start for Cambridgeshire's children

There are no significant implications for this priority.

6.4. Net zero carbon emissions for Cambridgeshire by 2050

The function of HRCs is to aid reuse to extend the life of products, improve recycling and prevent landfilling. The approved Climate Change and Environment Strategy identifies that Cambridgeshire's waste is managed in Cambridgeshire and mechanisms are developed to support the local circular economy. Provision of Milton HRC will form part of the circular economy as it collects materials for re-use that can be repurposed and provides a wide range of recycling and composting services to compliment the kerbside collections residents receive. This also reduces carbon emissions from landfilling or the extraction of raw materials using fossil fuels to make new products.

7. SIGNIFICANT IMPLICATIONS

7.1. Resource Implications

The resource implications are set out in confidential **Appendix 3** of the report.

7.2. Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

7.3. Statutory, Legal and Risk Implications

There are no significant implications within this category.

7.4. Equality and Diversity Implications

A Community/Equality Impact Assessment has been completed and has shown that there are no significant implications within this category.

7.5. Engagement and Communications Implications

Prior to submission of a planning application there will be consultation with the local community with an event(s) in Milton.

7.6. Localism and Local Member Involvement

There are no significant implications within this category.

7.7. Public Health Implications

There are no significant implications within this category.

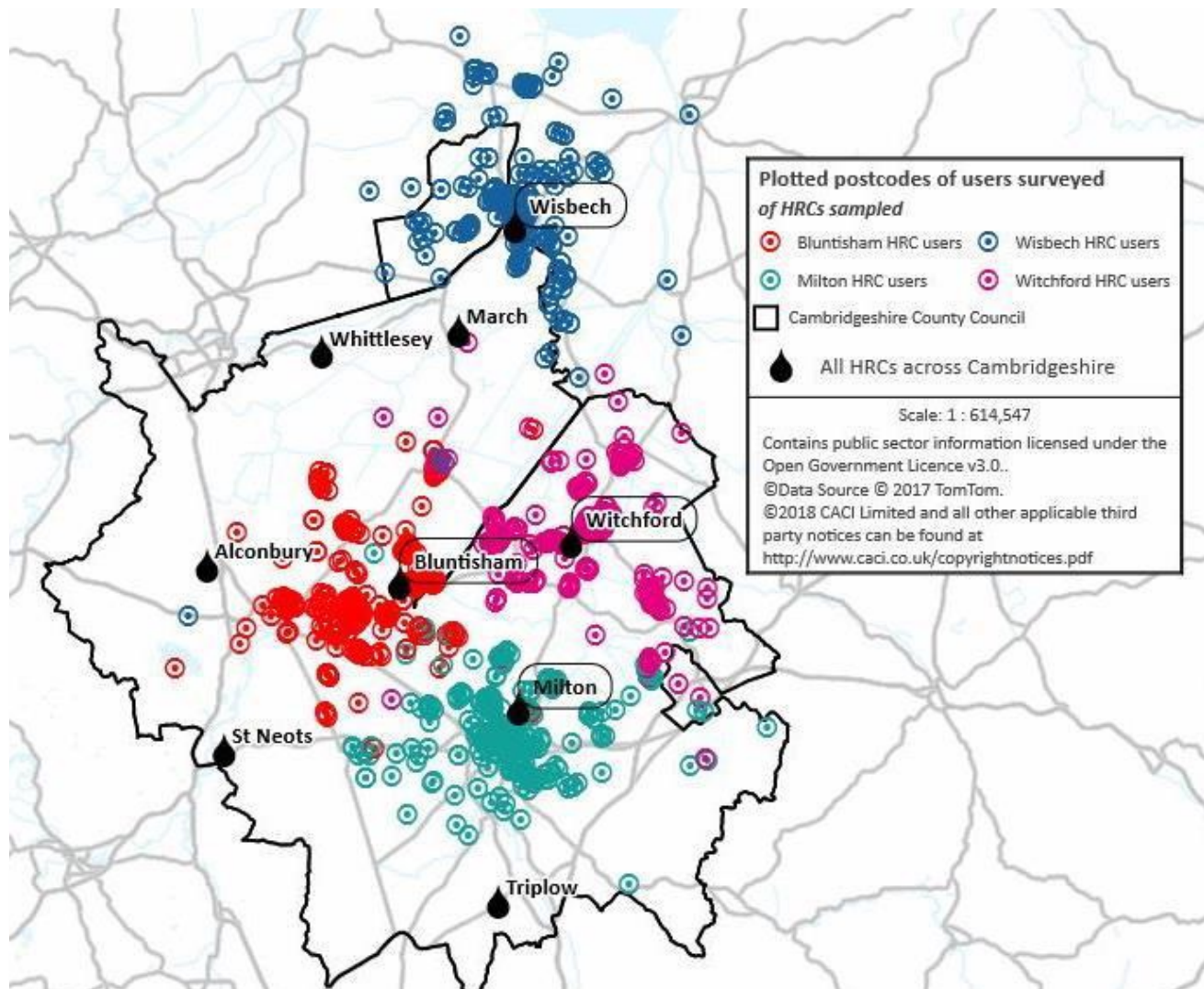
Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus De Silva
Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or 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: Eleanor Bell
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Quinton Carroll
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Source Documents	Location
Household Waste Recycling Centre Site Search Report; Community/Equality Impact Assessment	Room 209 Shire Hall, Cambridge

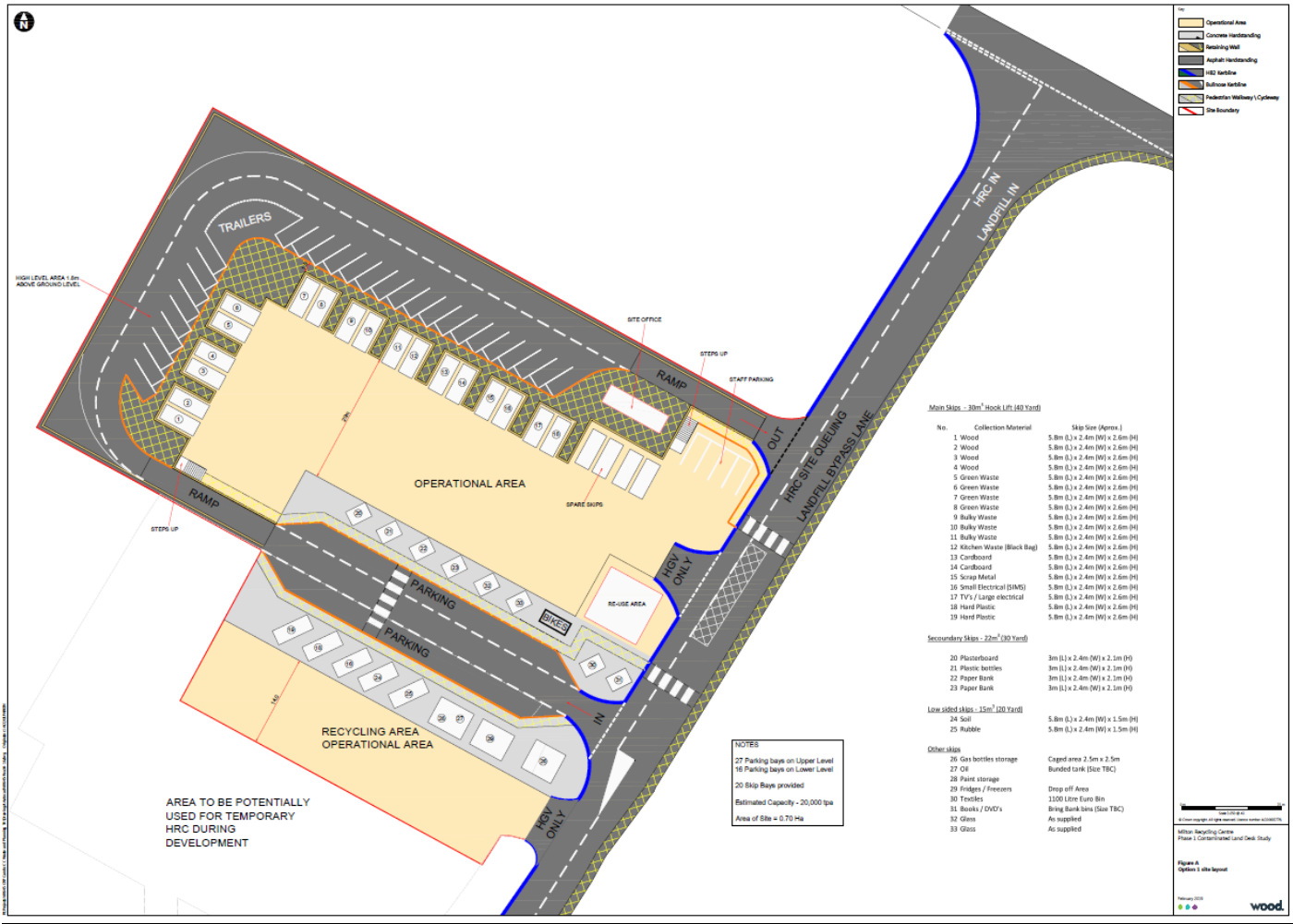
Appendix 1

Users visiting the Household Recycling Centres – August 2018 survey results

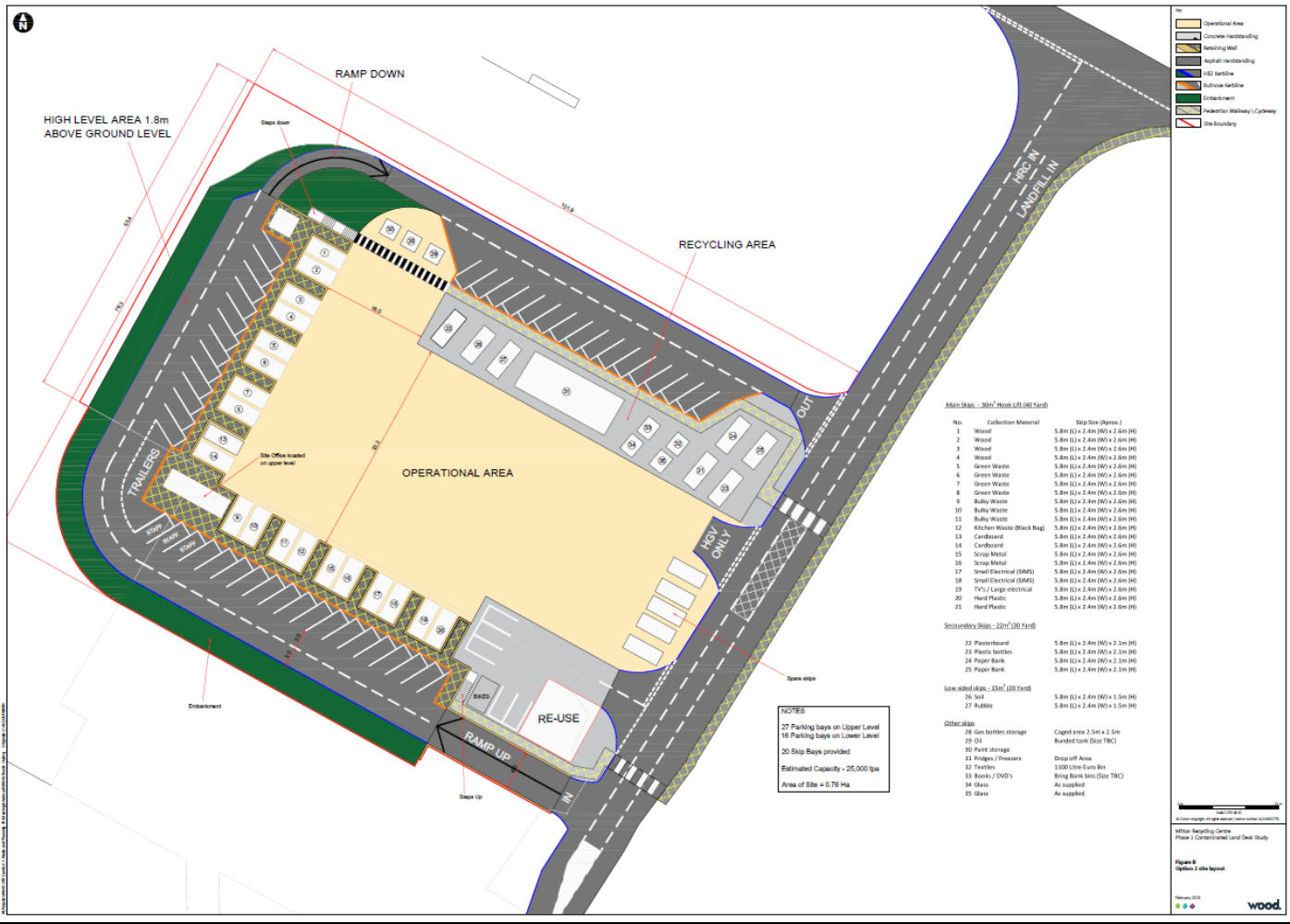


Appendix 2

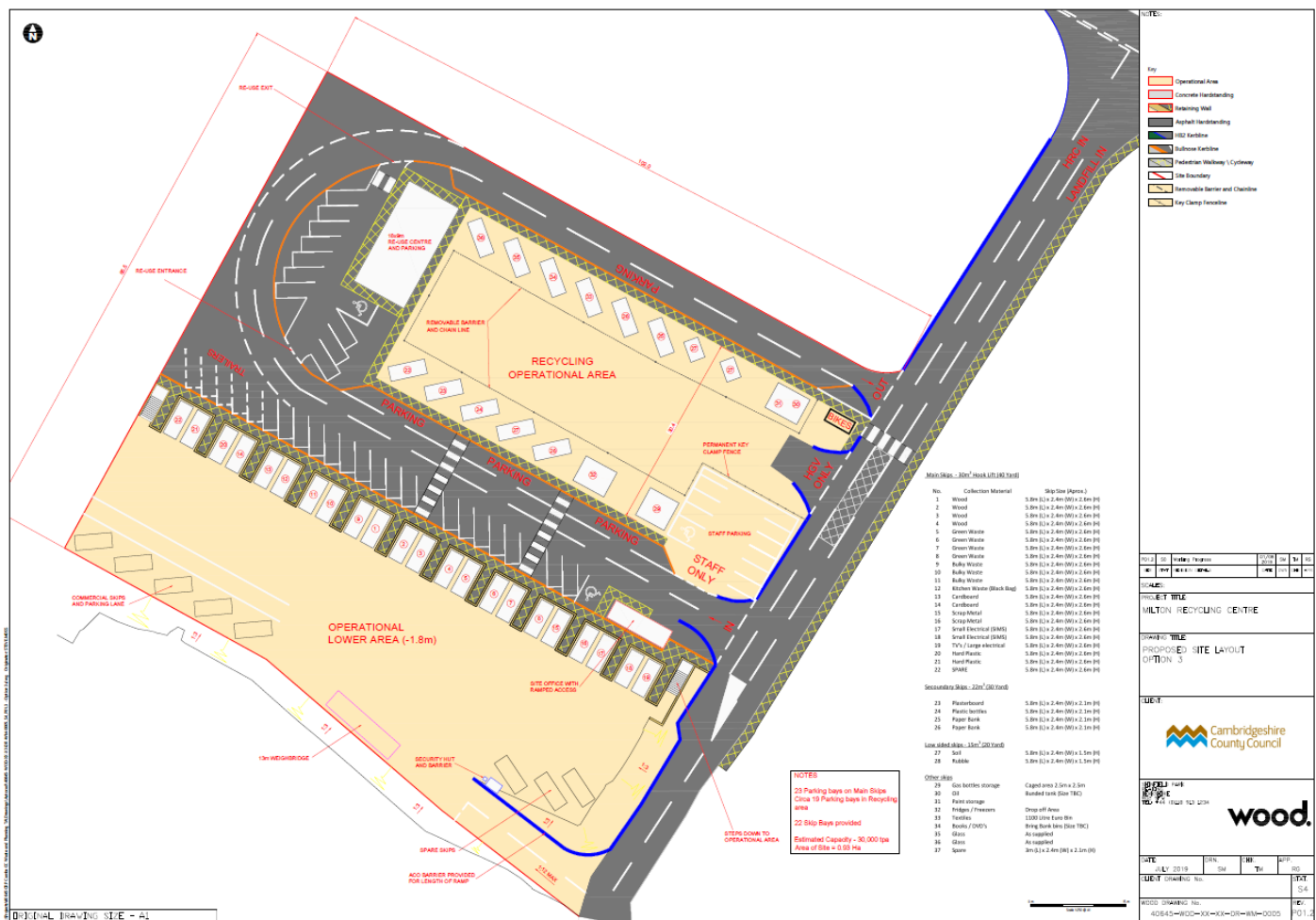
Option 1 design



Option 2 design



Option 3 design



NORTH EAST CAMBRIDGE DRAFT AREA ACTION PLAN CONSULTATION

To: Environment and Sustainability Committee

Meeting Date: 17th September 2020

From: Steve Cox, Executive Director, Place & Economy

Electoral division(s): East Chesterton and Waterbeach

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

Outcome: Approval of the County Council's response to the consultation on the North East Cambridge Draft Area Action Plan.

Recommendation: The Committee is invited to:

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

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Juliet Richardson	Names:	Cllrs Josh Schumann and Tim Wotherspoon
Post:	Business Manager, Growth & Developments	Post:	Committee Chair/Vice-Chair
Email:	Juliet.Richardson@cambridgeshire.gov.uk	Email:	Joshua.Schumann@cambridgeshire.gov.uk / timothy.wotherspoon@cambridgeshire.gov.uk
Tel:	01223 699868	Tel:	01223 706398

1. BACKGROUND

- 1.1 The North East Cambridge (NEC) site is located between the A14 and Chesterton. The area includes the Cambridge Regional College to the west, Cambridge Science Park, and Cambridge Northern Fringe East (CNFE), the last remaining substantial brownfield site in Cambridge containing the Waste Water Treatment Plant, rail heads and sidings, and light industrial units. See **Appendix 1**.
- 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' 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.
- 1.3 The current draft AAP is out to consultation until the 4th October 2020. The AAP will be submitted to the secretary of state following further rounds of consultation planned for 2023. The timing of this is to align with the programme for the relocation the Waste Water Treatment Plant, which mixed use development in this area is predicated on.
- 1.4 The relocation of the Waste Water Treatment Plant has been enabled by a successful bid for £227 Million from the government's Housing Infrastructure Fund. Anglian Water recently completed consultation for 3 potential new sites. A further 2 phases of consultation are planned before proposals are submitted to the Planning Inspectorate for a Development Consent Order (DCO). Ultimately this will be determined by the Secretary of State. More detail of the project can be found at <https://cwwtpr.com>.
- 1.5 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. The new Cambridgeshire and Peterborough Minerals and Waste Plan seeks to retain these policies. An examination in public has recently ended. The Plan is scheduled to be adopted in 2021.
- 1.6 The Draft AAP has been informed by two Issues and Options consultations, the first in December 2014, and after changes to the area, a second in February 2019. Cambridgeshire County Council responded to both. Links to the relevant committee reports and responses are below. Our previous comments have been taken into account when compiling this response to the latest draft AAP.

For the December 2014 consultation, a link to the decision can be found [here](#).
For the February 2019 consultation, a link to the decision can be found [here](#).

2. North East Cambridge Draft Area Action Plan

- 2.1 Most notable changes in the Draft AAP when compared to the Issue and Options consultation in 2019, relate to an expansion of the area. The area has been further expanded to include the Cambridge Regional College, car sales and garages off Milton Road, and Nuffield Industrial Estate. This allows the AAP to be more comprehensive and realise the potential for the area. It is also worth noting the addition of a policy to facilitate the inclusion of the proposed Cambridge Autonomous Metro.
- 2.2 The Draft AAP seeks to deliver a new high quality mixed-use city district, providing at least 8,000 new homes and 20,000 new jobs.
- 2.3 Transport is a key consideration and County Council officers have been part of studies developing an approach that caters for the intensification of use across the area and addition of 8,000 homes. To be acceptable in transport terms, the way in which people travel to, from and within the sites will need to be significantly different. The Ely to Cambridge Transport Study (2018) recommended setting a trip budget for the area. The maximum number of car journeys the local highway can accommodate. This reflects the fact the local highway is at capacity at peak times of the day. The North East Cambridge Area Action Plan Evidence Base (2019) established that trip budget, as well as identifying measures to promote non car modes. This includes utilising some of the existing high quality public transport links already in the area, and promoting active modes of transport (cycling, walking etc.).
- 2.4 The Draft AAP states in Policy 22 the follow trip budgets.
The maximum vehicular trip budget for the Area Action Plan area on to Milton Road is:
- AM Peak: 3,900 two-way trips
 - PM Peak: 3,000 two-way trips
- For access on to King's Hedges Road, the maximum vehicle trip budget is:
- AM Peak: 780 two-way trips
 - PM Peak: 754 two-way trips
- 2.5 The proposed vision for the AAP is :-
- ‘...North East Cambridge to be an inclusive, walkable, low-carbon new city district with a lively mix of homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods.’
- 2.6 The principles to guide new development in the area are:
- North East Cambridge must respond to the climate and biodiversity emergencies, leading the way in showing how we can reach net zero carbon.
 - It must have a real sense of place – a lively, mixed-use, and beautiful area which fosters community wellbeing and encourages collaboration.
 - It should be firmly integrated with surrounding communities – physically connected, and socially cohesive.
 - It will provide a significant number of new homes, a range of jobs for all, local shops and community facilities.
 - It must be a healthy district where wellbeing, recreation and community safety are built into its design.

- It will be planned around walking, cycling and public transport first, discouraging car use, in order to address climate change.

3. MAIN ISSUES

- 3.1** In general the response is supportive of the NEC Draft AAP. By expanding the AAP boundary as shown, the area can be considered holistically and planned in a co-ordinated way to maximise the areas potential.
- 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. With the Cambridge North station and the Guided Busway in place, along with the prospect of the area being connected to the Cambridgeshire Autonomous Metro (CAM), and further connectivity to the area planned by the Greater Cambridge Partnership, it is essential that these key pieces of infrastructure are used to their maximum potential to see a significant modal shift away from the car.
- 3.3** Given the lengthy timescales for the adoption of the AAP and the number of planning applications that are likely to come forward before this time, County Council transport officers have developed a position statement to outline how we intend to deal with such applications in the meantime. The position statement does not prevent planning applications from coming forward, and seeks to deal with them in an equitable manner that doesn't jeopardise the overall direction that the plan is moving in.
- 3.4** Fen Road level crossing is mentioned in the Draft AAP, noting the barrier is down for around 30 minutes out of each hour. Being the only access to Fen Road this has a significant impact on the community that live and work to the east of the railway line. This is however outside of the AAP area. There is no provision within the Draft AAP area for an alternative vehicle crossing. (It is worth noting a pedestrian and cycle bridge over the railway line linking with Fen Road is proposed). The response in **Appendix 2** seeks land to be safeguarded within the AAP area until such time that it is demonstrated that a replacement for the crossing will not need to go into the NEC AAP site. This is to ensure that potential options aren't ruled out prematurely, rather than suggesting that the site should bear the cost of such a scheme.
- 3.5** Ownership of the problem is needed from a range of stakeholders, principally Network Rail the Local Planning Authorities, the Cambridgeshire and Peterborough Combined Authority as Transport Authority and Cambridgeshire County Council as the Highway Authority. Only through this joint ownership will the issue be moved forward and the issue of whether land needs to be safeguarded in the AAP area for such a purpose be thoroughly aired.
- 3.6** The Draft AAP includes 3 primary school sites. A secondary school site is safeguarded should there be sufficient need. Officers support the allocation of sites within the AAP area, subject to more certainty as to the housing mix which has a significant influence on education need. This is demonstrated in an Education Topic Paper written by county council officers to inform the AAP.
- 3.7** Within the Draft AAP BREEAM excellent is sought for non-residential buildings. In the delivery of schools this has not always proved to be the best

measure of performance for buildings. Officers very much welcome further text in policy 2 that states, “Alternative construction methodologies, for example Passivhaus, will be supported subject to early engagement with the Councils to agree the approach.” It is worth noting the County Council is looking into Passivhaus and other alternatives as a more effective tool to inform design, construction and operation.

3.8 The County Council's draft response can be found in **Appendix 2**.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 A good quality of life for everyone

The redevelopment of the area will bring many benefits including new housing and supporting infrastructure, employment and improved transport links.

4.2 Thriving places for people to live

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 The best start for Cambridgeshire's children

The development of the area includes proposals for new schools to serve the new community. Wider community facilities are also proposed and include provision for children.

4.4 Net zero carbon emissions for Cambridgeshire by 2050

The vision in the Draft AAP is for North East Cambridge “to be an inclusive, walkable, low-carbon new city district with a lively mix of homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods.” Furthermore one of its principles is to “respond to the climate and biodiversity emergencies, leading the way in showing how we can reach net zero carbon.”

Policies 2-5 in the Draft AAP set how NEC responds to climate change. This includes meeting net zero carbon by 2050, a reduction in the use of water, 10% increase in biodiversity, and setting minimum standards for design and build. The policies respond with proposals to mitigate its impact, enhance natural capital and adapt to climate change. This aligns with the County Council's Climate Change and Environment Strategy's priority themes.

5. SIGNIFICANT IMPLICATIONS

5.1 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.

5.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

5.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

5.4 Equality and Diversity Implications

There are no significant implications within this category. Note the district councils in developing the draft AAP have produced an Equalities Impact Assessment.

5.5 Engagement and Communications 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).*

5.6 Localism and Local Member Involvement

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

5.7 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?	Yes Name of Officer: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or 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: Iain Green

Source Documents	Location
North East Cambridge Draft Area Action Plan	https://www.greatercambridgeplanning.org/emerging-plans-and-guidance/north-east-cambridge-area-action-plan/

APPENDIX 1

Draft North East Cambridge Area Action Plan. Plan showing North East Cambridge Proposed Boundary, homes and workplaces.

Source: Cambridge City Council and South Cambridgeshire District Council, Page 16, Draft North East Cambridge Area Action Plan July 2020.



APPENDIX 2

NORTH EAST CAMBRIDGE DRAFT AREA ACTION PLAN - CONSULTATION CAMBRIDGESHIRE COUNTY COUNCIL CONSULTATION RESPONSE September 2020

The comments in this response are those of Cambridgeshire County Council Officers and are subject to the comment and endorsement by the Council's Environment and Sustainability Committee.

Question 1. What do you think about our vision for North East Cambridge?

- 1.1 County officers have been involved in the development of the draft plan over the past two years. The overall approach to bringing forward the area for redevelopment is broadly welcome and its vision for an inclusive, walkable, low-carbon new city district is supported.

Question 2. Are we creating the right walking and cycling connections to the surrounding areas?

- 2.1 The site will need to take advantage of additional walking, cycling and public transport links currently being planned such as cycle routes from Waterbeach and the Cambridge Biomedical Campus and the GCP's Waterbeach to Science Park public transport link. Public transport to the city centre and other areas of the city will also be key to further reducing the car mode share of the site. The CPCA's plans for CAM will contribute to this offer if a tunnelled section from the city centre connects into the site and eventually incorporates the St Ives and Waterbeach extensions.
- 2.2 Connections into these links are well identified in the spatial framework however it will be critical for the detailed design of each area to ensure that a cohesive network of cycle and walking routes is created throughout the area. The section on mobility hubs in policy 19 is welcomed as a means of trying to provide sufficient flexible space to accommodate new and emerging technologies.
- 2.3 Milton Road currently severs the east and west sides of the AAP area and is an inhospitable road to cross for pedestrians, cyclists and other non-motorised users. The plan contains proposals to provide segregated crossings of Milton Road for these groups. The principle of these is supported but it is noted that much more work is required as the detailed planning of the site comes forward to work up the exact design of these and input from the highway authority will be required throughout.

Question 3. Are the new 'centres' in the right place and do they include the right mix of activity?

- 3.1 It is noted schools are located at the district centre and Cowley Road neighbourhood centre. Schools should be well connected to provide easy access. Being located within the new community means they are accessible and promote sustainable travel. The schools require good cycle and walking links from when the school opens.

Question 4. Do we have the right balance between new jobs and new homes?

- 4.1 In recognising the ambition to provide a mixed development and allow a more sustainable development reducing the need to travel. The mix provides the ability to live and work in North East Cambridge. Furthermore other uses such as retail within the site are at a level to serve the local community and not promote journeys into the area, as set out in Policy 15.

Question 5. Are we planning for the right community facilities?

Education

- 5.1 Note the housing mix can have a significant impact on the number of children and therefore the education need. The current ask for 3 primary school sites, and reserved land for a secondary school co-located with one of the primary schools is based on early housing mix proposals. Flexibility is required because it is only when the majority of residential development has gained outline planning permission, and the number of houses and mix is fixed as part of the planning permission, the County Council can say with certainty the final education requirements.
- 5.2 Education supports the allocation of 3 primary schools within the site. These will include early years provision. Being located within the new community means they are accessible and promote sustainable travel. The schools require good cycle and walking links from when the school opens.
- 5.3 A secondary school site is safeguarded within the plans, to be co-located with one of the primary schools. This is welcomed, noting it is not possible to confirm the need for new secondary school on site until such time as there is greater certainty as to the housing quantum and detailed mix. i.e A sufficient number of homes have been granted outline planning permission.
- 5.4 Acknowledging the unique built environment proposed for North East Cambridge and in relation to policy 10e, the Cowley Road Neighbourhood Centre, the need to look more radically at best use of space in a high density development is noted. The last bullet point of the policy states, "Opportunities for schools to be part of a mixed use building should be explored." It should be noted this needs to be without detriment to the quality of education provision and assurance for the securing of the building and land.
- 5.5 The draft AAP indicates the delivery of a secondary school, (should on-site provision be needed), will be at towards the end of the plan period.

"Local secondary school provision will be kept under review throughout the plan period to determine whether a secondary school at North East Cambridge is required and when it will need to be delivered. Based on the housing trajectory for the Area Action Plan, it is anticipated that if it is required, then it is likely to be delivered towards the end of the plan period."

In the programme at the end of the Draft AAP shows the secondary school being opened in the period 2035-2040. This is at a too late a stage in development to provide the Council with the requisite flexibility to plan and deliver sufficient places.

- 5.6 With regard to phasing, it is assumed secondary school provision will be required early in the development, depending on demand for places across the wider area and housing mix from early stages of the development. There may be the option of providing a temporary facility off site for a duration of time before the delivery of new secondary school facilities (if required). Should a new secondary school be required on site, the delivery of such a facility could be from an early stage of development.
- 5.7 Policy 15 Shops and Local Services. Inclusion of full day-care (education) use should be included to enable commercial providers to set up full-day care provision (Southern Fringe demonstrates the negative impact of having a shortfall of this type of commercial opportunity)
- 5.8 Policy 2 states non-residential buildings are to meet BREEAM excellent. Furthermore it states.

“Alternative construction methodologies, for example Passivhaus, will be supported subject to early engagement with the Councils to agree the approach.

The alternative to BREEAM excellent is very welcome and the County Council supports this. BREEAM excellent is not always an appropriate measure in the delivery of schools. The County Council is looking into PassivHaus as a more effective tool.

Question 6. Do you think that our approach to distributing building heights and densities is appropriate for the location?

- 6.1 Note the densities and heights of buildings. The site is one of the last brownfield sites to be developed in Cambridge, and is very well connected. Therefore there is sufficient provision to allow for a high density, urban quarter of the city to be located at NEC.

Question 7. Are we planning for the right mix of public open spaces?

- 7.1 Open spaces should allow for a range of ‘occasional’ events that will help support community activities and sporting events. The use of open space by all ages needs to be considered and where appropriate facilities to promote their use provided. Policy 8 captures this in part but could be more explicit to ensure this is not overlooked when designing open spaces.

Question 8. Are we doing enough to improve biodiversity in and around North East Cambridge?

- 8.1 It is noted in Policy 5 development proposals will be required to deliver a minimum of 10% net gain in biodiversity value. The policy outlines the approach to delivering this. The policy has been informed by a site wide ecology study (2020). It is important developers view the 10% Net gain as a minimum and take opportunities to exceed this where possible.

Question 9. Are we doing enough to discourage car travel into this area?

Trip Budget and connectivity

- 9.1 The vehicular trip budget approach to managing traffic within and in the vicinity of the site is welcomed and fully supported. Technical work demonstrated that the highway network in the vicinity of the area already operates at capacity in the peak periods and the development of the site in the traditional manner of predict and provide would not be acceptable. The shift towards 'decide and provide' – in essence deciding what transport characteristics the site should have and providing the means to achieving that - lends itself to this trip budget approach. Whilst dealing with the highway capacity issue, it importantly helps the site exploit the existing and planned sustainable transport links that will connect it to the wider network and will ensure that the detailed planning of the site will be around walking, cycling and public transport first.
- 9.2 The site is already well connected through the presence of Cambridge North station, the Cambridgeshire Guided Busway and its proximity to the Milton Park and Ride and the detailed planning of the site will need to exploit these existing links.

Parking

- 9.3 One of the tools available to assist with the delivery of the site within this trip budget is that of parking control through the limited provision of car parking within the NEC area. The parking policies are welcomed and there is evidence from elsewhere in Cambridge that a strong approach to parking control, coupled with a range of travel alternatives can help encourage a significant shift to more sustainable modes. However, it is recognised that due to the fragmented nature of land ownership on the site, some sites will be able to make quicker progress towards the stretching parking standards than others due to, for example, the complexities of long term leases. The trip budget approach gives enough flexibility that developers can come forward with other measures including aggressive travel planning (which could include the use of car clubs) to ensure that their proposals remain within the vehicular trip budget, however a robust monitoring framework will be required to ensure that development does not continue if the trip budget is breached.
- 9.4 It is anticipated that due to the phased nature of parking reduction, coupled with the increasing offer of travel alternatives, aggressive travel planning measures, and a strong monitoring framework, the impact of parking reduction will be able to be well managed. It is however accepted that on a fringe site such as this, there will be the opportunity for parking to overspill into surrounding areas. If this happens and becomes a problem, areas that lie within Cambridge City could be considered for residents' parking schemes, the restrictions of which could be enforced by Civil Parking Enforcement. However, if this happens in areas that lie in South Cambridgeshire, a residents' parking scheme could not currently be introduced as the district is not covered by these powers.
- 9.5 Any move towards this will need to be initiated by South Cambridgeshire District Council as there are financial implications to Civil Parking Enforcement. However given the increasing number of major new developments and fringe sites that are being developed in the district, it is an issue that South Cambridgeshire District Council may wish to explore early in the plan period. It could provide an additional tool with which to help control

any potential side effects of parking restrictions within new sites, should they arise.

Cambridgeshire Guided Busway

9.6 It is acknowledged and understood that the Cambridgeshire Guided Busway, along with Milton Road, the A14 and the railway presents a barrier to opening up the NEC site to wider communities, especially to the south. The rationale for wishing to incorporate additional crossing points of the Busway is understood and from a connectivity point of view this principle is supported. However, as identified in the supporting text of the plan, the challenges of implementing additional crossings should not be underestimated. The Busway has the status of Statutory Undertaker afforded it by the Transport and Works Act Order under which it was constructed. Any changes to the Busway corridor will need to be considered at a higher health and safety level than a highway as incidents in the area would be investigated under the jurisdiction of the Health and Safety Executive. This would involve a potentially lengthy legal process with no certainty at this stage of success.

9.7 As such, a developer or other body could not unilaterally implement or design in the crossing points identified in the spatial framework as set out in this policy. Policy 15(e) should be reworded to read as:

“Opportunities to introduce further crossing points should be actively explored, in particular those identified on the AAP Spatial Framework.”

9.8 Early engagement with the Busway team is encouraged to identify a way forward with this.

Question 10. Are we maximising the role that development at North East Cambridge has to play in responding to the climate crisis?

10.1 The vision in the Draft AAP is for North East Cambridge “to be an inclusive, walkable, low-carbon new city district with a lively mix of homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods.” Furthermore one of its principles is to “respond to the climate and biodiversity emergencies, leading the way in showing how we can reach net zero carbon.”

10.2 Policies 2-5 in the Draft AAP set how NEC responds to climate change. This includes meeting net zero carbon by 2050, a reduction in the use of water, 10% increase in biodiversity, and setting minimum standards for design and build. Policy 3 states an Area Action Plan wide approach to energy and associated infrastructure should be investigated and, where feasible and viable, implemented. The policies respond with proposals to mitigate impact, enhance natural capital and adapt to climate change. This aligns with the County Council’s Climate Change and Environment Strategy’s priority themes.

Further Comments

Transport

11.1 In a broader context, it is noted that the status of the document is such that it does not carry any weight or commitment in determining planning applications. Given the lengthy timescales for the adoption of the AAP and

the number of planning applications that are likely to come forward before this time, County Council transport officers have developed a position statement to outline how we intend to deal with such applications in the meantime. The position statement does not prevent planning applications from coming forward and seeks to deal with them in an equitable manner that doesn't jeopardise the overall direction that the plan is moving in.

Fen Road Level Crossing

- 11.2 The position in the plan regarding the Fen Road Level Crossing is noted, as is the fact that a number of responses were received by the Shared Planning Service on the issue. Whilst acknowledging that it shouldn't be the sole responsibility of the AAP to resolve the current issues experienced by users of the crossing which are largely caused by the way in which the rail industry operates its level crossings, there is a wider issue of facilitating the growth in rail capacity along this stretch of the rail network. While development on North East Cambridge will drive additional rail patronage into and from Cambridge North station, it is growth across the Cambridge sub-region and county / neighbouring areas that combined is likely to lead to demand for more trains on the line. North East Cambridge, in common with other large development sites immediately adjacent to stations on the line will be a significant contributor to this demand. Furthermore, with the strict vehicular trip budget that North East Cambridge will have, it is imperative that future increases in rail capacity aren't constrained through a lack of strategic planning. In the longer term if the crossing issue isn't resolved it will hamper the ability for extra rail capacity to be provided on this part of the rail network and could frustrate plans to accommodate growth of the local economy more widely
- 11.3 In order to ensure that increased rail capacity can be delivered on this part of the rail network in the future, there is a need to start exploring what long-term alternatives to the Fen Road crossing might be acceptable. Although the level crossing lies outside the AAP area, North East Cambridge could provide one of these alternatives.
- 11.4 If future work identified that alternative access were needed, and that a bridge or underpass of the railway between North East Cambridge and Fen Road was the preferred option, land in the North East Cambridge site for such a link would need to have been reserved for this. It is therefore considered that until such time that it is demonstrated that a replacement for the crossing will not need to go into the NECAAP site, land should be safeguarded for this purpose. This is to ensure that potential options aren't ruled out prematurely, rather than suggesting that the site should bear the cost of such a scheme.
- 11.5 Ownership of the problem is needed from a range of stakeholders, principally Network Rail the Local Planning Authorities, the Cambridgeshire and Peterborough Combined Authority as Transport Authority and Cambridgeshire County Council as the Highway Authority. Only through this joint ownership will the issue be moved forward and the issue of whether land needs to be safeguarded in the NECAAP area for such a purpose be thoroughly aired.

THE GREAT OUSE FENS TACTICAL PLAN - CHANGES TO FLOOD RISK FUNDING

To: Environment & Sustainability Committee

Meeting Date: 17th September 2020

From: Steve Cox – Executive Director, Place and Economy

Electoral division(s): All

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

Outcome: Members understand the need for and endorse the overall concept, approach and framework of the Fens Tactical Plans.

Recommendation: Endorse the overall concept, approach and framework of the Fens Tactical Plans.

<i>Officer contact:</i>	<i>Member contacts:</i>
Name: Julia Beeden	Names: Councillors Joshua Schumann And Timothy Wotherspoon
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1. BACKGROUND

The Great Ouse Fens

- 1.1 The Fens are a vast artificial, man-made landscape which has been reclaimed from the Wash, coastal and estuarine wetlands, over many centuries. This land, which is mostly at or below sea level, has been artificially drained and continues to be protected from floods by drainage banks and pumps, due to the importance of the land to agriculture and now a significant population. These drainage systems provide flood protection to a large number of settlements, properties, and local infrastructure and extend across Cambridgeshire, Norfolk, Suffolk and Lincolnshire.
- 1.2 The Tactical Plan and this Committee report refer to what has been termed the 'Great Ouse Fens' (see **Appendix 1**). This covers the catchment of the River Great Ouse in Cambridgeshire, Norfolk and Suffolk. Its boundary to the West is formed of the right bank of the River Nene.

Changes to flood funding approach in the Fens

- 1.3 In Defra's 2011 policy statements (Partnership Funding¹), there is a requirement that flood management projects demonstrate and evidence a strategic approach to ensure value for money for Flood and Coastal Erosion Risk Management Grant in Aid (FCERM GiA).
- 1.4 With climate change projections and ageing assets, flood risk management authorities (RMAs) need to collectively tighten up the strategic approach in the Fens and think even more long-term. This will enable us all to maximise financial leverage and present a stronger more considered investment case to funding bodies.
- 1.5 A long term approach to management of flood risk in the Fens is being established through a project called 'Flood Risk Management for the Fens' which will create a jointly owned partnership strategic plan for management over the next 50-100 years. This project will take several years to complete given its importance and complexity, so in the meantime a shorter term approach has been established using the 'Tactical Plan Approach'. This paper focuses on explaining that approach so that partners have an agreed way forward that could be valid for up to 15 years.
- 1.6 There is a direct link between officers using this new Tactical Plan approach and the amount of funding that the council can access for flood projects in the Fens. Unless the council can evidence a strategic approach government will cap the amount of FCERM GiA (at 45%) that we can receive towards schemes. All RMAs in the Great Ouse Fens area have therefore worked together to develop such a strategic approach. This work now needs to be signed off by the council, who, in its role as Lead Local Flood Authority (LLFA), is as one of those collaborating partners.
- 1.7 Members should note that the approach taken by the Fens Tactical Plan Approach has already been approved by the Boards of Cambridgeshire's Internal Drainage Boards, the Regional Flood and Coastal Committee (upon which we have appointed members) and by the Environment Agency. Anglian Water and Cambridgeshire and Norfolk County Councils are still to sign it off.

¹ Partnership Funding means that the costs of FCERM projects are shared between national and local sources of funding. This is intended to encourage more cost effective solutions and enable greater local engagement with and ownership of schemes. Any scheme where the benefits are greater than the costs can now qualify for a contribution from FCERM GiA and can therefore proceed if the remaining match funding can be found from partner contributions.

2 MAIN ISSUES

Great Ouse Fens Tactical Plan

- 2.1 In the meantime we need to understand the maintenance and capital work needed to continue to manage flood risk over the coming six-year capital FCERM GiA settlement cycles. The local Environment Agency teams across East Anglia therefore agreed with national colleagues that they would come up with a better way of presenting the picture of future investment to enable more effective conversations with Government about the short, medium and long term plans for the area. It was agreed that they would produce a Tactical Plan for all sub catchments of the Fens covering all flood risk management assets and all sources of flooding. The aim of these plans is to demonstrate the short term programme of works required over the next 15 years, the costs, the benefits that would be achieved and how government funding should be allocated to the projects to limit the risk of abortive projects and ensure best value.
- 2.2 The starting point was the expectation from Government that, in light of the need for a long term strategy, work in the Fens will only continue to maintain the current height of defences until the Flood Risk Management for the Fens project has set out the preferred long term direction. Therefore for the majority of assets, in the short term, we should not be supporting projects that promote a longer term solution or seek to improve the standard of service provided.
- 2.3 Through the process described below, the Environment Agency's Partnership and Strategic Overview team worked in partnership with officers from Cambridgeshire and Norfolk County Councils, the IDBs and Anglian Water (collectively known as the Technical Group) to produce a tactical plan for the South Level, Middle Level, East of Tidal Ouse, West of Tidal Ouse and Kings Lynn catchments. The plan has been worked up one flood cell at a time with the flood cells or sub catchments being defined by IDB districts.
- 2.4 Within each catchment a spreadsheet of everyone's collective drainage assets and their relevant capital and revenue costs over the next 15 years was prepared. A new process was then developed by the partners to work out how government funding could be apportioned strategically between the assets. This new process is set out below and the outputs have been added into the spreadsheet. This forms the Tactical Plan, i.e. there is no accompanying report. The technical group has developed what is effectively a strategic economic approach. This now needs to be signed off and followed for the next 15 years in order to meet government requirements for a strategic approach.
- 2.5 The headlines from the Tactical Plan are that a £237.6M investment is requirement to sustain the Great Ouse Fens flood and drainage infrastructure over the next 15 years. Of this £157.2M would be eligible for FCERM GiA with an additional £80.4M of Partnership Funding required.

Benefit apportionment and funding eligibility

- 2.6 Flood risk management projects proposed for the Fens area often require FCERM GiA or local levy funding in order to progress. Until now projects have been considered on a case by case basis with each partner separately working out the benefits of their schemes and preparing a business case to demonstrate that the costs and benefits of the scheme make it worthy of funding.

- 2.7 In the Great Ouse Fens, however this has not been straight forward, because our properties, land and assets are protected by more than one line of flood/drainage defence as follows:
- Highway drainage network
 - Riparian or awarded watercourses
 - IDB watercourses and embankments
 - IDB pumping stations
 - Environment Agency main rivers and embankments
 - Large scale defences benefitting huge areas such as washes and tidal defences
- 2.8 Understandably Government only want to pay once for a certain benefit (e.g. protection to one house or one farm) so if a number of flood defence assets or schemes all protect the same house, works to one of them can only honestly demonstrate a proportionate share of the benefit. The amount of benefit you can claim directly affects the amount of funding you are eligible for.
- 2.9 Prior to 2011 there was no system for this so it was first come first served in claiming the benefits. This led to 'double counting' of benefits. Since the introduction of Partnership Funding in 2011 there has been a requirement for risk management authorities to take a more strategic approach, or have their funding capped. RMAs managing different sources of risk can either work together to ensure that all types of flood risk are considered during a flood scheme, or, if delivering separate projects for different sources, they need to ensure that the benefits claimed are fairly split down between the different projects.
- 2.10 In the Fens with so many lines of defence, it is difficult to ensure that a single project (such as a pump refurbishment) tackles all sources of flood risk. A methodology for calculating the share of benefits that a scheme delivers (apportioning the benefits) was therefore needed.
- 2.11 Within the Tactical Plan each individual flood risk management asset was ranked on the flood risk benefit they provide. The rankings that have been used are below and an example is given in **Appendix 3**:
1. Flood Risk Management (FRM) Assets delivering benefits to the whole of a fenland catchment area
 2. Major FRM asset or scheme delivering benefits to multiple flood cells within a catchment area
 3. FRM assets that provide benefits to a small number of flood cells
 4. FRM assets delivering benefits to a single flood cell.
- 2.12 The total amount of benefits that could be claimed within a flood cell (i.e. the cost of economic damages avoided and number of properties being protected) was calculated based on the current government method and the requirement to maintain standard of service. These total flood cell benefit values were then split down according to the ranking system given to each asset. This creates a capped value of benefits that each asset can claim. A Present Value Benefit² figure, as required by Defra, is then generated in the Tactical Plan. This approach meets Defra's requirement for a strategic approach,

² a term used in cost-benefit analysis and project appraisal that refers to the discounted sum, or present value, of a stream of benefits associated with a project or proposal

preventing double counting or projects from claiming more benefits than they are eligible for.

Conclusions

- 2.13 The Tactical Plans are an economic approach (spreadsheet) governing how flood risk management authorities (RMAs) can apply for funding for asset works over the next 15 years. The Tactical Plans have been developed collaboratively with the relevant RMAs for the Great Fens area.
- 2.14 When applying for Grant in Aid, it is now much simpler for RMAs to complete the funding application. They can now look up the relevant Present Value benefit for the flood cell in which their project falls and insert this into the government Partnership Funding form. Previously it was a time consuming exercise to estimate Present Value Benefits from scratch.
- 2.15 The Environment Agency will maintain oversight of the Tactical Plan but each RMA will be expected to implement the Tactical Plan for their area (i.e. by managing their assets and applying for funding as required).
- 2.16 We need to bring this paper before the Committee now because:
- the Environment Agency has asked all flood risk management partners to sign off the approach,
 - Council LLFA officers will need to use this approach in upcoming funding applications for flood risk management projects with the Fens area to ensure that we can access the most appropriate amount of funding and demonstrate best value.

3 ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

Our role as an RMA is in keeping with the council's ambitions to support adaption to climate change as set out in the Climate Change and Environment Strategy. Ensuring the council and its partners can access flood funding and continue to maintain their assets brings resilience to Cambridgeshire's communities.

3.2 Thriving places for people to live

Our role as an RMA is in keeping with the council's ambitions to support adaption to climate change as set out in the Climate Change and Environment Strategy. Ensuring the council and its partners can access flood funding and continue to maintain their assets brings resilience to Cambridgeshire's places which allows stronger economic development.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority

3.4 Net zero carbon emissions for Cambridgeshire by 2050

As the Fens is a flat landscape that is subsiding over time, in order to maintain the land for communities and for agriculture, water is pumped out to sea. This is currently a carbon intensive process. The Environment Agency, the National Farmers Union and other partners have similar carbon targets to the county council, which they plan to take into consideration in any future plans and strategies being developed. As part of the wider Fens work, a carbon assessment of all of the flood risk management assets in the Fens is being

commissioned. Later stages of the long-term strategy can then consider how best to approach and manage the carbon costs.

The council does not have many significant flood assets in the Fens, only highway drainage assets which manage surface water flows. The majority of these are hard infrastructure with an associated carbon cost. Government policy encourages public bodies and developers to move to the use of sustainable drainage systems (SuDS) to manage surface water. In the Fens, as this is an artificial pumped landscape, these need to be planned with a good understanding of the local drainage and soil types to ensure appropriate functionality.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The resource implications are contained within the body of the report.

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.

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

Members should note that the approach taken by the Fens Tactical Plan has already been approved by the Boards of the Cambridgeshire Internal Drainage Boards, the Regional Flood and Coastal Committee (upon which we have appointed members) and by the Environment Agency.

4.7 Public Health Implications

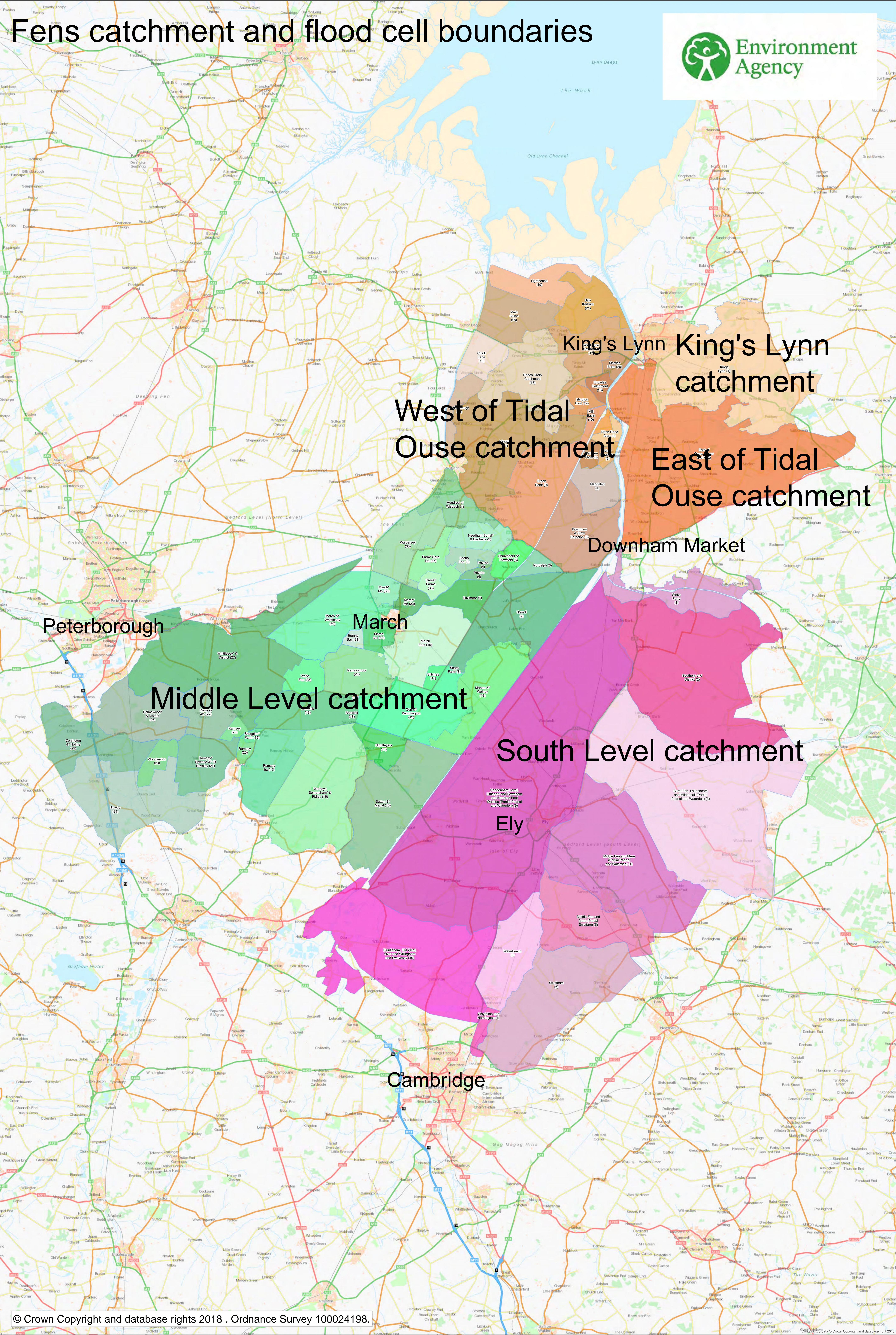
There are no significant implications within this category.

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: Gus De Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Monitoring 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: Quinton Carroll
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Source Documents	Location
Figure 1 – Location of the Great Ouse Fen catchments	Appendix 1
Figure 2 – Timescales for the ' Flood Risk Management in the Fens' project compared to the Fen Tactical Plans	Appendix 2
Examples of asset rankings	Appendix 3

Fens catchment and flood cell boundaries



APPENDIX 2 - GREAT OUSE FENS TACTICAL PLANS

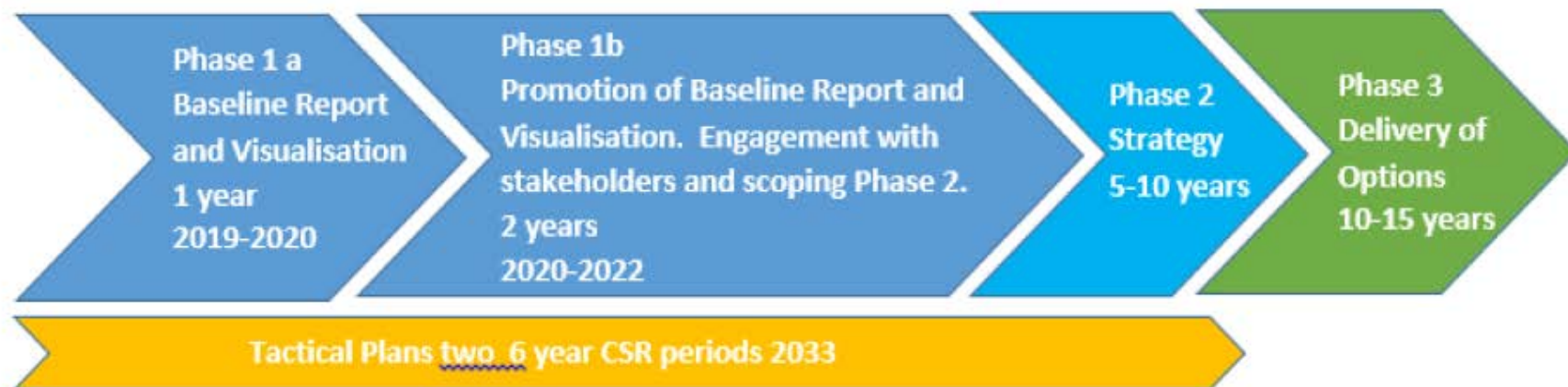


Figure 2: Timeline for the longer-term Flood Risk Management for the Fens Project alongside timeline for the Tactical Plans

GREAT OUSE FENS TACTICAL PLAN - CHANGES TO FLOOD RISK FUNDING

Appendix 3 - Examples to illustrate the ranking system

Ranking system

1. Flood Risk Management (FRM) Assets delivering benefits to the whole of a fenland catchment area
2. Major FRM asset or scheme delivering benefits to multiple flood cells within a catchment area
3. FRM assets that provide benefits to a small number of flood cells
4. FRM assets delivering benefits to a single flood cell.

Asset	Ranking	Why
Tidal River embankments	1	Deliver FRM benefits to the Middle Level catchment and the South Level catchment
South Level Flood Protection Scheme assets	2	Deliver benefits to the South Level flood cells
Individual IDB pumping stations	4	Deliver FRM benefits to single flood cells
Highway drainage networks and SuDS	4	Deliver FRM benefits within a flood cell

**NORTHSTOWE PHASE 3A – OUTLINE PLANNING APPLICATION
CONSULTATION RESPONSE**

To: Environment and Sustainability Committee

Meeting Date: 17th September 2020

From: Steve Cox; Executive Director, Place and Economy

Electoral division(s): Papworth and Swavesey, Willingham, Bar Hill, Cottenham, Histon and Impington

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

Outcome: To consider and endorse the officers' response to an outline planning application for up to 4,000 new dwellings at Northstowe Phase 3a

Recommendation: The Committee is requested to:

a) Endorse the response as set out in Appendix 1;

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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Tel:	01223 699868	Tel:	01223 706398

1. BACKGROUND

- 1.1 Homes England has submitted an outline planning application (OPA) to South Cambridgeshire District Council (SCDC), as the local planning authority, for 4,000 new homes. This report seeks Member endorsement of the officer response to the planning application consultation, which has been submitted to SCDC on the 17th July 2020, in order to meet the consultation deadline.
- 1.2 Northstowe will comprise 10,000 homes and a broad range of supporting facilities and infrastructure. Phase 1 was granted outline planning consent in April 2014 for up to 1,500 dwellings and is currently being built out with approximately 530 homes now occupied. Phase 2 was granted outline planning consent in January 2017 for 'up to' 3,500 homes and a new town centre. Essential infrastructure works are nearing completion.
- 1.3 Phase 3 of Northstowe will provide up to 5,000 homes and represents the last of three phases of planned development. Phase 3 is comprised of two physically separate sites and is divided into two sub phases:
- Phase 3a located to the south of Phase 2 within the confines of the former Oakington Airfield.
 - Phase 3b located to the north-west of Phase 1.

Figure 1 – Northstowe Site Plan



1.4 The OPA proposes:-

- up to 4,000 homes;
- two primary schools;
- a local centre including employment, community, retail and associated services, food and drink, community, leisure, residential uses and other accommodation;
- secondary mixed use zones including employment, community, retail and associated services, food and drink, community, leisure, residential uses;
- open space and landscaped areas;
- sport pitches;
- associated engineering and infrastructure works, including the retention of the existing military lake and creation of a new lake, with details of appearance, landscaping, layout, scale and access reserved.

2. MAIN ISSUES

- 2.1 The County Council has been engaged closely with the District and the Northstowe developers from the inception of the new town, through masterplanning development framework and the outline planning applications for each of the earlier two phases. This engagement has continued with Phase 3a with extensive pre-application engagement in addition to the statutory consultation on the application. The Phase 3a application has been made in the context of the development framework for the whole new town and the provision of infrastructure will conform to these principles.
- 2.2 Officers have reviewed the planning application and supporting documents and a summary of the key issues are set out below. Full detailed comments are also included in **Appendix 1**. This section sets out the key issues arising from the development for the County Council in terms of the development impacts and the level of mitigation that will be required through planning obligations.

Education

- 2.3 Two 3 forms of entry new primary schools are proposed within the development with an option to further expand one to 4 forms of entry is considered necessary, with the developer providing land and financial contributions towards the capital cost of the schools. Developer contributions will also be sought towards the secondary school, post 16 and SEN provision which are being provided as part of Phase 2. Details will be subject to the s106 to be agreed with the applicant and South Cambridgeshire District Council.

Libraries and Lifelong Learning

- 2.4 Libraries and lifelong learning demand created by Phase 3a will be met by the new library to be provided within the community centre in Phase 2 which will serve the whole town of Northstowe. Developer contributions towards the fit out of the library will be sought.

New Communities

- 2.5 The County Council would like a commitment from the developer to more formal support for community development, especially for those more vulnerable, to ensure all people are fully integrated and welcome in the new community. This can be achieved through interventions such as a commitment to provide community development workers and specialist workers for those who are more susceptible to social isolation (those who are at risk of developing mental health problems) and for children and young people.

Highways and Transport Assessment

- 2.6 Northstowe benefits from strategic infrastructure of the improved A14, the Cambridge Guided Busway, and is well situated to benefit from potential future investment in the Cambridge to St Ives Greenway, and proposed CAM network.
- 2.7 The proposals have a critical dependency on (i) the vehicle trip generation and distribution of the new town's traffic (ii) the capacity of the Bar Hill interchange for strategic traffic, and (iii) the impact of traffic on surrounding villages. These matters require further investigation with the applicant and are the focus of the Transport Assessment work presently taking place. The committee will be asked to review the conditions and S106 obligations when the Transport Assessment has advanced and conclusions about mitigation can be drawn.

Section 106 Heads of Terms

- 2.8 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.
- 2.9 Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) provides that from 6th April 2010 it is unlawful for a planning obligation to be taken into account when determining a planning application if the obligation does not meet the following tests:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.
- 2.10 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.
- 2.11 The final heads of terms will be approved by the local planning authority prior to resolving to grant of planning permission. It is recognised that there is further work to do on the heads of terms prior to this and Members should be mindful that these will be scrutinised against the legal tests and possible viability assessment of the development.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

The development will provide leisure, recreation and community facilities to benefit the local community for all.

3.2 Thriving places for people to live

The development will provide employment and retail opportunities for the residents and the wider community.

3.3 The best start for Cambridgeshire's children

The development will provide education facilities for all children

3.4 Net zero carbon emissions for Cambridgeshire by 2050

The County Council will provide the schools on the site which will be subject to separate planning applications and will comply with the national and local policies for net zero carbon emissions.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no significant implications within this category.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

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

4.4 Equality and Diversity Implications

There are no significant implications within this category.

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

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.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes or No Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes or No Name of Officer: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by the Council’s Monitoring Officer or LGSS Law?	Yes or No Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes or No Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes or No Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes or No Name of Officer: Andy Preston
Have any Public Health implications been cleared by Public Health	Yes or No Name of Officer: Kate Parker

Source Documents	Location
Northstowe Phase 3a planning application	Available at: S/20/02171/OUT

Appendix 1: County Council Officer Comments

Outline planning application for the development of Northstowe Phase 3A for up to 4,000 homes, two primary schools, a local centre (including employment, community, retail and associated services, food and drink, community, leisure, residential uses and other accommodation), secondary mixed use zones (including employment, community, retail and associated services, food and drink, community, leisure, residential uses), open space and landscaped areas, sports pitches, associated engineering and infrastructure works, including the retention of the existing military lake and creation of a new lake, with details of appearance, landscaping, layout, scale and access reserved. Application is accompanied by an Environmental Statement and involves works to/affecting existing Public Rights of Way.

20/02171/OUT

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

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

1.0 EDUCATION INFRASTRUCTURE SERVICE

Environmental Impact Assessment

- 1.1 It should be noted that the statutory distance for primary pupils to walk is 3.2 km (2 miles) not the 5km as identified within the report. Nevertheless, the developers' assessment that there is no capacity within surrounding schools is welcomed and is in line with the Council's own assessment. This is the case for both primary and secondary pupils.

- 1.2 The overall demand from the 4,000 new dwellings have been assessed using the Council pupil yield multipliers (see Appendix 1). This shows a demand for primary school places of up to 7.6 forms of entry (FE) arising from the site. It is proposed to mitigate this demand through the provision of two new primary schools within the development. This approach is in line with advice provided to the developers as part of pre-application consultation.
- 1.3 The County Council agrees with the need to mitigate secondary education provision as a developer contribution for expansion of the existing Northstowe secondary school rather than an alternative approach to securing separate capacity. This is in line with the overall development proposals for Northstowe and reflection advice given by officers.
- 1.4 We welcome the reference in the planning statement for contributions towards the new SEN provision in the main education campus site.

Parameter Plans

- 1.5 The County Council is happy to accept the primary school sites set out in the Land Use Parameter plan. It is noted that these are only broad locations at this time and the final locations and site conditions will be subject to the Council's approved specifications prior to transfer.
- 1.6 Both school sites are located with potential to promote sustainable modes of travel. These routes should be delivered in advance of the schools if possible.
- 1.7 It is noted that both school sites are potentially located adjacent to the primary street through the development. This does not take away from the fact that locating the schools on the primary street will have an impact on the school, and may increase costs if it is necessary to mitigate the impact for example, noise and pollution, during the design of the school. Access to the primary schools should not be from the primary street.
- 1.8 All sites should be provided to the Council's adopted policy requirements, notably free of encumbrances.
- 1.9 It is recognised that further detail will emerge, for example through the Design Code for the site. The Council would ask that consideration be given at this time.

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 the new Northstowe Library in Phase 2.
- 2.12 As the housing mix is currently unknown the number of new residents arising from a site has been calculated by applying the County Council's general household size multiplier of 2.50 residents per dwelling.
- 2.13 This development would therefore generate an additional 10,000 new residents (4,000 dwellings x 2.5 average household size).
- 2.14 Contributions will be sought on the basis of £59 per head of population as per the guidance referred in paragraph 2.8.
- 2.15 Therefore a total contribution of £590,000 (£59 x 10,000) is required to mitigate the impact of the development. This represents the proportionate cost towards the fit out of the new library provision within the community centre in phase 2.

3.0 MINERALS AND WASTE

- 3.1 The site falls within: W1T Northstowe (Area of Search) (W8AQ) as depicted on page 188 of the Cambridgeshire and Peterborough Minerals and Waste Site Specific Plan (SSP) and an area identified as a Sand and Gravel Minerals Safeguarding Area, (also depicted on page 184 of the SSP). Policy CS26 Minerals Safeguarding Areas and Policy CS28 Waste Minimisation, Re-use, and Resource Recovery of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy are also relevant.
- 3.2 The application documentation includes a Waste Management Strategy, which is welcomed. The Strategy inter alia notes previous discussions between the County Council and District Council and the applicant regarding waste, and includes an outline Site Waste Management Plan. In contrast to the Northstowe 3b application this Waste Management Strategy does not address the W1T Northstowe (Area of Search), and it is requested that the applicant addresses this omission. If the

LPA is minded to grant planning permission, in order to ensure that Policy CS28 is adhered to, it is requested that the condition below be imposed.

- 3.3 The topic of the safeguarded sand and gravel does not appear to be addressed within the application documentation. Policy CS26 Mineral Safeguarding Areas of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy sets out that development will only be permitted where 1) it has been demonstrated that the mineral concerned is no longer of economic or potential value, or 2) prior extraction to the development takes place, or ... 4) there is an overriding need for the development and prior extraction cannot be reasonably undertaken. At this time, this policy does not appear to have been addressed. It is, therefore, requested that the applicant assesses the practicalities of incorporating prior extraction into the proposal, if possible. If this is not possible, please include the optional criteria [i] in the condition below requiring that the topic of incidental extraction of minerals be addressed through the Detailed Site Waste Management Plan. Until such time as the requested information is provided, the Minerals and Waste Planning Authority objects to the application.

Condition: Detailed Waste Management and Minimisation Plan

Prior to the commencement of development 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:

- a) Construction waste infrastructure including a construction material recycling facility to be in place during all phases of construction;*
- b) anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste;*
- c) 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;*
- d) any other steps to ensure the minimisation of waste during construction;*
- e) the location and timing of provision of facilities pursuant to criteria a/b/c/d;*
- f) proposed monitoring and timing of submission of monitoring reports;*
- g) 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;*
- h) 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.*
- i) [measures to ensure the best use of any sand and gravel extracted incidentally as part of construction.]*

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 CS26 and] 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

4.0 SUPPORTING NEW COMMUNITIES

4.1 The County Council requires the following mitigation measures:

- **Kick-start funding** to support the formation of community groups, promote community action and reduce public service involvement in the long term.
- **Specialist Support** – To provide additional capacity for the specialist support required by the new community when demand on services is expected to be at its highest and above that of an established community.
- **Multiagency Support & co-ordination** – To work across agencies and with the community to connect the people who need it most to the most appropriate form of support. Encouraging community-led support, co-production and ensuring partner organisations are collaborating and providing an integrated joined up service that is accessible.
- **Healthy New Town Legacy** – jointly requested from the HNT partnership to embed the legacy of the HNT into the phase 3 development

4.2 Detailed contributions are provided in Appendix 2

Other Considerations

- 4.3 Specialist Housing: To be determined but to include Key worker, LAC move on homes and L&PD adapted homes
- 4.4 Built Environment: a landscape which enables safe pathways and easy access for walking e.g. textured pavements and easy navigation and landmark placing to help people with dementia and older people
- 4.5 Homes for life: An appropriate proportion of homes should conform to the Building for Life standard with regard to estate design, access & transport features and interior design
- 4.6 Design for positive mental health: adequate room sizes, open green space, promotion of active transport, information meeting space. An environment that enables safe pathways and easy access to safe walking or cycling areas for families, children and adults

Community facilities

- 4.7 Temporary accessible space for groups to meet and for information sharing, advice and signposting available early in the development a meanwhile provision before final solutions can be delivered
- 4.8 Local facilities should be flexible and suitable for many different groups to meet (including appealing to difficult to establish groups such as youth groups)
- 4.9 CCC to influence design of the community facilities within phase 3 so they are appropriate for disabled people, sensory impairment, youth groups, child & family, library as an outreach provision. It is acknowledged that the Civic hub in phase 2 will deliver the core service.

4.10 Community facilities could include space for:

- Youth groups/activities.
- Informal meeting space such as café
- Formal meeting space - shared meeting space for 10/12 people
- changing facilities and toilets suitable for disabled use
- Space to provide information sharing and signposting
- Community transport drop off point.
- Access to office/touchdown facilities
- Space for parenting education and supervised visits
- Drop in facilities (interview type rooms for 3 -6 people with space for an examination bed)
- A kitchen and cooking facility will be ideal to support healthy eating initiatives
- Outdoor green space to run outdoor activities

4.11 Facilities must:

- Account for sensory requirements (for example: appropriately laid tactile paving for people with sight impairment and loop systems being readily available in the community buildings for those with hearing loss.
- Have adequate disabled parking.
- Access to Wi-Fi

Appendix 1

Education justification

Cambridgeshire County Council has a statutory duty to provide education facilities for the residents of Cambridgeshire. Section 13 of the Education Act 1996 (as amended) provides that an authority is under a duty to ensure *“that efficient primary education and secondary education are available to meet the needs of the population of their area”*.

The 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.”*

Section 106 of the Town and Country Planning Act 1990, as substituted by the Planning and Compensation Act 1991, sets in place the statutory basis for obtaining funding from developers, through Planning Obligations. Section 106(1) (d) specifically allows for the making of payments to Local Authorities on a specified date or dates or periodically.

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.

In order to determine whether an education contribution is required the County Council calculates the number of pupils arising from the development and then compares this to the current capacity of the catchment school. This is a well-established process based on robust figures and information.

As this application is in Outline in which approval for a fixed dwelling mix is not being sought the number of pupils generated by the development has been calculated using the County Council’s general child yield multiplier. 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 = 30 children per 100 dwellings;*

- *Primary Education = 40 children per 100 dwellings (increased to 40 children per 100 dwellings in December 2017); and*
- *Secondary Education = 25 children per 100 dwellings.*

Further details on these multipliers are contained within the following reports approved by the Children and Young People Committee in September 2015 and December 2017 respectively:

- Pupil Forecasts – Adoption of Revised Multipliers for Forecasting Education Provision for New Developments ([CYP Committee Item 7, 8th September 2015](#)).
- Estimating Demand For Education Provision Arising from New Housing Developments (Revision of Methodology) ([CYP Committee Item 6, 5th December 2017](#)).

In addition, S106 contributions towards early years provision are only sought for those children entitled to free provision, so that contributions are sought only for those 2, 3 and the proportion of 4 year olds not already in school, and who qualify under the Government's eligibility criteria for funded places.

Once the number of children has been calculated information on the current school capacity is then used to determine if there is sufficient space to accommodate the children arising from the development. This information is reviewed and updated twice a year using details from the school's Census Returns and the NHS Child Health Register to ensure it remains up-to-date.

For primary and secondary schools consideration is given to the school capacity over the next five years, from when the application is submitted. In determining early years places only children who have been born can be included so consideration can only be given to the capacity in next two years.

When considering whether there are surplus school places the County Council only considers the catchment area of the school(s) in which the proposed development lies. The reason for this is that if journeys to school exceed the statutory walking distances, or do not have an available route, the County Council would be required to provide transport, with additional ongoing revenue costs. In addition, not planning on this basis could give rise to issues of accessibility, additional congestion from car trips and road safety (crossing roads and cycling etc.).

If there is a lack of capacity at the catchment school(s) to meet the needs arising from the development then the County Council will seek a financial contribution from the development in order to provide for the additional places.

The approach above clearly demonstrates that the principle and process of seeking education contributions is both sound and reasonable.

Seeking education contributions as set out above also conforms to the three CIL tests:

1. Through the process of analysing the capacity of the catchment area contributions are only sought where they are ***necessary to make the development acceptable in planning terms*** (e.g. where sufficient spare capacity does not exist).
2. Contributions are spent on the school(s)/early years facilities whose catchment area the development is in, and are therefore ***directly related to the development***.
3. The level of contribution is proportional to the number of children arising from it and is therefore ***fairly and reasonably related in scale and kind to the development***.

The Council will provide a cost for the proposed mitigation project, calculated in accordance with Building Bulletin 103. Where there is no project cost available, the Department for Education scorecard cost will be used.

Appendix 2 Community Development

Requirements for Northstowe phase 3a	Cost	Triggers	Information on calculation	Description
Kick start funding – to support the formation of community groups, promote community action and reduce public service involvement in the long term Total request = £71,420				
Kickstart funding for setting up and supporting groups providing Early intervention and prevention of mental ill health (Mental Health)	£6,936	To be made available in three instalments at pre-occupation, at 100 occupations and two years from first occupation. Spend will be allowed within a 10 year window of the first occupation.	Costs are determined by the number of estimated clients multiplied by the cost of renting a room in a community facility (based on rates in Cambourne of £5/person) to represent the biggest barrier for the start-up of community groups.	It is anticipated that groups would apply for a grant following a simple application process. Grants could be for used toward the revenue or capital cost of setting up / establishing support in the development. And equipment purchase would be owned by the community rather than the group. Kick start funding could be administered through a 3rd sector organisation such as Cambridgeshire Community Foundation http://www.cambscf.org.uk/home.html by the developer or by the Multi-agency team based in Northstowe. It is expected that the Kick Start Funding could also be used by the
Kickstart funding for setting up and supporting groups which support families and young people to thrive (District Team)	£20,400			
Kickstart funding for setting up and supporting groups which support those families affected by Domestic abuse and helping those fleeing domestic abuse to integrate back into the community (Domestic Abuse)	£7,200			
Kickstart funding for setting up supporting groups and the running of activities focused on integrating and supporting older people into the community (older people)	£5,100			

Requirements for Northstowe phase 3a	Cost	Triggers	Information on calculation	Description
				local multiagency team to run activities to generate community groups focused on these target areas
Kickstart funding for setting up and supporting groups and the running of activities for those with physical disability, learning disability and their carers. (Adult social care)	£9,384			
Kickstart funding for setting up and supporting groups and the running of activities in keeping with the Health New Towns principles (Healthy Town Legacy)	£22,400			
Specialist Support – To provide additional capacity for the specialist support required by the new community when demand on services is expected to be at its highest and above that of an established community				
Total request = £860,715				
Mental Health Community Workers. Specialist mental health community workers to work with vulnerable groups (this include groups such as new mums, black and ethnic minorities and members of the new community struggling to adjust to their new environment).	£63,750	To be made available in three instalments at pre-occupation, at 100 occupations and two years from first occupation. Spend will be allowed within a 10 year window of the first occupation and allocated based on need e.g. two full time workers for 1 years or	Number of workers calculated on 1 per 800 population estimated to require specialist mental health support. Cost based on salary banding grade S02 based on pay scale 1 April 2014 = £37,500 per worker per year	Workers will ensure engagement and access to appropriate support systems, develop local community group and befriending and neighbourhood support schemes focused on positive mental health. (See Mind Resilient Together Project) *NB reduced from two SCW for three years

Requirements for Northstowe phase 3a	Cost	Triggers	Information on calculation	Description
		part time for 6 years		to two SCW for one year recognising that the SCW will be able to expand on the work of the phase 2 SCW's
2 years of MH Counselling Services Child and young peoples for 0.8 % of the 0-19 populations (~32 individuals)	£6,400	Funding required for 2 years. Funding to be made available at 100 occupations or after one year of development (whichever is sooner of similar) with 10 year timeframe for spend.	Funding calculated based on 0.8% of 12-24 year old in the population access counselling services commissioned by Public Health at £200 per client (CCC Public Health)	This is funding is to enable access to counselling services for children and young people (Tier 2 mental health services).
4 x Family Workers (or similar) for youth and family support. District Team Providing support for ~ 240 families (NB evidence suggest ~480 families will need support)	£300,000	To be made available in three instalments at pre-occupation, at 100 occupations and two years from first occupation. Spend will be allowed within a 10 year window of the first occupation and allocated based on need e.g. 4 full time workers for 2 years or part time for up to 10 years	Funding calculated on the number of expected cases (this is a referred service) based on a Family worker having a max of 30 cases (normally a FW would have a maximum of 20) Cost based on salary banding grade S01 based on pay scale 1 April 2014 = £34,750 per worker per year.	Additional family workers 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

Requirements for Northstowe phase 3a	Cost	Triggers	Information on calculation	Description
				<p>development when need for the service will be at its highest and prevention will provide the biggest positive impact on the community.</p> <p>(*NB increased case load from 20 to 30 cases per worker to reflect capacity created in the community)</p>
2.5 x child & family centre worker for two years.	£110,485	To be made available in two instalments at 100 occupations and two years from first occupation. Spend will be allowed within a 10 year window of the first occupation and allocated based on need e.g. 2.5 full time workers for 2 years or part time for up to 10 years	The number of workers has been calculated as one per 800 families Salary is determined by salary banding (pay scale 3) with addition of 'on costs.' All salaries based on 1 April 2014 pay scale. Costs £22,097.40 per worker per year.	<p>Additional staff to provide short term capacity to meet the needs of phase 3 within the phase 2's child and family centre (Civic Hub) and also to offer outreach to the community facility in phase 3. Extra staff required to provide universal service to compliment the targeted work and help the multiagency team identify and support families before need escalates.</p> <p>(*NB reduced by £50,000 recognising equipment had been secured</p>

Requirements for Northstowe phase 3a	Cost	Triggers	Information on calculation	Description
				in phase 2 and can be used as outreach for Phase 3)
A 50% Contribution towards the employment of 2.6 FTE Independent Domestic Violence Advisor (IDVA) for two years.	£111,747	IDVA to be hired on 2 year contracts to roll out as need dictate. Funding to be made available on the 100 th occupation Spend will be allowed within a 10 year window of the first occupation and allocated based on need e.g. 2.6 full time workers for 2 years or part time for up to 10 years	In Cottenham and Swavesey locality approximately 0.89% of the population suffered from a crime of domestic abuse. Applied to Northstowe phase 3 this would equate to potentially 360 cases referred to the IDVA. In addition evidence suggests that there is a higher than normal number of victims on DV moving to new communities (Cambridge City council, Think Communities pilot Estimated cost of 1 FE IDVA at grade MB1 = £43,457.70 per year based on 1 April 2014 pay scale.	<p>Short term funding is also requested for Independent Domestic Abuse Advisor (IDVA) <i>or similar</i> to join the Multi-agency team and combat the anticipated increase on service demand created by Northstowe Phase 3 Park. 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.</p> <p>(*NB reduce as case load increased from 70 to 140 cases to reflect the prior work undertaken in phase 2 to provide community led support)</p>

Requirements for Northstowe phase 3a	Cost	Triggers	Information on calculation	Description
<p>50% Contribution towards additional Child & family social care provision for a period of one year</p> <p>Providing support to ~ 40 families requiring the highest level of support</p> <p>(NB evidence suggest ~80 families would need this support if there was no investment in the early intervention)</p>	£85,000	To be made available approximately 1 year after the first occupation with the option for a flexible roll out based on need. Monies must be spent within a 10 year timeframe from release of money	<p>In the Cottenham and Swavesey Locality approximately 0.8% of 0-19 will be referred to Children's Social Care. Northstowe phase 3 is estimated to create an additional 40 children's social care cases if other measures of prevention and early intervention is in place</p> <p>Total cost of a children's social care unit per year is £170,000.</p> <p>Requesting 50% funding for one year period = £85,000 per year</p> <p>Total = £170,000</p>	<p>As a general guide a social care unit consists of 1 x Consultant social worker 2 x social workers, 0.5 clinician and 1 x unit co-ordinator. Funding is required to ensure this service is available and able to support the higher needs present in new communities before the local authority receives any income from the new development to pay for the additional resource.</p> <p>*Cost of a social care unit for 1 year is approximately £170,000 however phase 3 would only require level 2 provision resulting in a 50% contribution. (NB: due to the presence and prior work connected with phase 2 this has been further reduced to one years' worth of provision)</p>
Health Visitors targeting first time births (50% of the 0-5 population)	£183,333		The number of health visitors has been calculated based on one health visitor per one	Targeting first time births (50% of forecasted 0-5

Requirements for Northstowe phase 3a	Cost	Triggers	Information on calculation	Description
			thousand 0-5s in the population.	age population). Recognising the greater number of 0-5 population in new community developments and the need to support first time mums who may not be as connected to community support initially. (*NB number of cases has been increased from 150 case per health visitor as a one off payment to 1,000 cases per health visitor for four years)
Multiagency Support & co-ordination – To work across agencies and with the community to connect the people who need it most to the most appropriate form of support. Encouraging community-led support, co-production and ensuring partner organisations are collaborating and providing an integrated joined up service that is accessible Total request = £226.667				
1.3 x Specialist Community Development Worker for two years	£100,000	To be made available in three instalments at pre-occupation, at 100 occupations and two years from first occupation. Spend will be allowed within a 10 year window of the first occupation and allocated based on need e.g. 1.3 full time workers for	Funding is calculated based on 3000 homes ideally needing 1 fte worker. Estimated cost of 1fte Worker at grade SO2 = £38,000 per year based on 1 April 2014 pay scale.	Community development work, with a prominence on recognising the early signs of a family or individual who may not be coping, will support the Northstowe Phase 3 residents to form community groups, create social networks and signpost to more specific support from

Requirements for Northstowe phase 3a	Cost	Triggers	Information on calculation	Description
		2 years or part time for up to 10 years		across a range of sectors. The Specialist Community Development workers will take asset based community development approach, working with groups and individuals who are at risk or vulnerable. The two positions will work as part of the Multi-agency team with a focus of universal preventative support, however they may take different forms depending on the identified need across the partner organisations e.g. NHS Link worker, VCS community navigator or CCC community connector. It is not critical which organisation hosts these post, but there must be a commitment to working as part of the Multi-agency team.
1.3 Multiagency Coordinator for two years	£126,667	To be made available in three instalments at pre-occupation, at 100	Funding is calculated based on 3000 homes ideally needing 1 fte worker. Estimated cost of 1fte Worker at grade MB3 =	A team co-ordinator is requested whose role will include co-ordinating the multiagency

Requirements for Northstowe phase 3a	Cost	Triggers	Information on calculation	Description
		occupations and two years from first occupation. Spend will be allowed within a 10 year window of the first occupation and allocated based on need e.g. 1.3 full time workers for 2 years or part time for up to 10 years	£47,500 per year based on 1 April 2014 pay scale.	team 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 plan provision across the new community and help 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 Northstowe Phase 3
Healthy New Town Legacy – jointly requested from the HNT partnership to embed the legacy of the HNT into the phase 3 development Total request: £50,000				
Healthy New Towns project worker	£50,000	To be made available in two instalments at 100 occupations and two years from first occupation.	Funding is calculated based on 3000 homes ideally needing 1 fte worker. Estimated cost of 1fte Worker at grade SO2 = £37,500 per year based on 1 April 2014 pay scale.	This may be a contribution to an established role rather than a standalone position. The role would be to deliver and co-ordinate the

Requirements for Northstowe phase 3a	Cost	Triggers	Information on calculation	Description
		Spend will be allowed within a 10 year window of the first occupation and allocated based on need e.g. 1.3 full time workers for 1 year or part time for up to 10 years		continuation of the Health New Town principles in Northstowe. Utilising ongoing research into the wider determinants of health and wellbeing and applying them to the development. The host of this role is not critical although commitment to the multiagency team will be paramount

Total request for preventative and support services for the new community = £1,208,802

APPENDIX 3 – OTHER SERVICES RESPONSES

ARCHAEOLOGY

Then proposed development is located in an intensively settled and managed historic landscape. Archaeological investigations undertaken in connection with Phases 1 and 2 of the Northstowe new settlement and fieldwork undertaken in relation to other developments in the historic villages of Longstanton and Oakington have identified extensive archaeological remains relating to the Iron Age, Roman, Saxon and Medieval periods in the vicinity. Archaeological evaluation undertaken in the area in connection with previous Northstowe development proposals confirms the presence of Iron Age and medieval settlement within the proposal area. Excavations undertaken in connection with Northstowe Phase 2 to the immediate north indicate that elements of the Roman and Saxon period settlements will also extend into the proposal area.

We welcome the recognition of the archaeological potential included in the Environmental Statement (ES) submitted in support of the application and the commitment to mitigating the archaeological impact of construction through investigation of the affected assets. We support the proposals for the physical preservation of the area of surviving ridge and furrow earthworks and designated pillboxes.

We support the measures proposed to increase public understanding of the cultural heritage of the site and engagement with the local community. With regard to the creation of a heritage trail, we would recommend that this includes the route of the former perimeter track. This would enable an appreciation of the layout of the airfield and would enable a link with the listed pillboxes along the eastern boundary.

We also support the inclusion of archaeology in the Strategic Construction Environmental Management Plan and the commitment to the development and implementation of a Historic Environment Management Plan to manage the risk of adversely affecting heritage assets.

The ES suggests that the form and scope of mitigation can be defined following the completion of evaluation by trial trenching. The evaluation programme is now largely complete and a report produced. The evaluation confirms the survival of significant heritage assets of archaeological interest and, although it has not been possible to extend the evaluation into the northern part of the site due to operational constraints, extrapolating from the Phase 2 excavation results confirms the continuation of Roman and Saxon activity in this part of the application area also. We would strongly recommend that the Cultural Heritage chapter of the ES is revised to take account of this information.

With regard to the mitigation details, where excavation is proposed this should be undertaken in advance of construction works. Although it is anticipated that a phased approach to the implementation of the mitigation strategy will be preferred by the applicant, this must not result in the subdivision or isolation of elements of an identified asset. This would result in loss of significance without an adequate advance in the understanding of the asset. We would not consider 'watching brief' of discrete areas during construction to be an effective or appropriate part of the mitigation methodology as this would also result in loss of significance without an adequate advance in understanding. Additionally it should be noted that mitigation will require a programme of post excavation analysis, publication and archiving to ensure the dissemination and public accessibility of the results.

We would anticipate that the programme of archaeological mitigation can be secured through the inclusion of conditions of planning permission. We will be pleased to advise further on appropriate conditions following the recommended revisions to the Cultural Heritage chapter.

HIGHWAYS

Documents

Site Location Plan

I assume Notice has been served for inclusion of highways within red line (i.e. Dry Drayton Road/Longstanton Road.

Transport Assessment

This commentary is to be read in the context of the review of the proposals by the County Council Transport Assessment Team. However, the following preliminary comments are made for consideration:

6.0 Proposed Development

Movement and Access Strategy/ Walking and Cycling Network/ Public Transport see TA Team Comments. The broad principles appear acceptable, subject to any comments from the TA Team and the development of the infrastructure through the detailed design and Masterplan process.

6.6 Highway Access

See comments below relating to Section 11 in Strategic Network Connections, and D&A comments relating to Internal Streets.

11.0 Traffic Impact Mitigation

It is noted that a number of elements below are related to the delivery of the SARE. Generally, if schemes are required to secure the delivery of Phase 3, they should be provided with a sufficient level of detail to enable a Stage 1 Road Safety Audit to be undertake. This is essential to ensure that the are deliverable/ safe, acceptable in the context of the respective environment, achieve the desirable capacity in the fullness of time, and that locally affected parties are aware of proposals and have an opportunity to comment on the infrastructure implications.

Schemes should be based upon accurate baseline data, including as built drawings/ surveys for new HE works, as appropriate.

11.2 The SARE and A14 Junctions (Appendix K)

Bar Hill Roundabout (Junction 103)

11.2.6 Improvement required at 3,500 dwellings in any scenario. The A14 grade separated interchange will remain within the control of Highways England post A14 completion. Accordingly, the Strategic Road Authority will need to be satisfied that the works are acceptable in terms of safety, capacity and are deliverable, and CCC TA will need to be similarly satisfied in relation to

the impact of the proposals on the broader access and transport strategy. It is noted that the signalisation of this junction is also referred to in the TA text.

Without prejudice, it is not clear how the Bar Hill/ A14 off-slip can be improved in terms of increased lane provision without significant embankment works.

Dry Drayton Road / Local Access Road Junctions (Junction 13 and 14)

11.2.11 Junction 13: Dry Drayton Road/ LAR - noted to be over capacity With Development in the AM peak period, while being within capacity in the PM peak period widening northern arm (approach from the SARE). A drawing is provided in Appendix 11.

To ensure this work is deliverable, the arrangement needs to be subject to Stage 1 Road Safety Audit (RSA), and a design package should be submitted to the LHA for review.

11.2.12 Junction 14: Dry Drayton Road/A1307 is forecast to be over capacity in the AM peak period necessitating widening northern arm/ approach from the SARE.

I have been unable to locate a drawing showing the suggested mitigation, which again needs to be subject to Stage 1 RSA.

Bar Hill/ SARE delivery:

11.2.13 Junction 104: Jug handle - left filter from the north. If this is required in advance of the SARE, then a preliminary scheme should be prepared and Stage 1 RSA undertaken again to ensure the works are deliverable and safe, including LINSIG as appropriate.

11.3 Other Local Network Junctions

A number of junctions are identified for potential improvements subject to review/ discussion with the TA Team.

I would however make the following provisional comments:

Junction 02: Boxworth/ Ramper Road - New ghost island right turning lane.

An indicative layout is provided at Appendix 11, which needs to be subject to Stage 1 RSA.

The proposals should be reviewed in relation to Highway England document CD123, particularly in respect of through lane and turning lane widths. Key information should be added to this drawing i.e. existing access locations, retained footway widths, taper lengths, deceleration length, turning length, direct tapers etc and submitted for stage 1 RSA.

Junction 08: Station Road/ Over Road/ Berrycroft: Noted this is part of the Phase 2 mitigation package. If this is necessary to mitigate Phase 3, then an indication of what measures can be effected would be appropriate and for these to be incorporated in future year modelling scenarios as may be required by the TA Team.

Junction 09: Dry Drayton Road/ Water Lane/ Cambridge Road potential minor mitigation, subject to further discussion with CCC TA Team. A preliminary scheme may be required which should be subject to Stage 1 RSA.

Junction 10: Oakington Road/ New Road - CCC to determine if mitigation is required. A preliminary scheme may be required which should be subject to Stage 1 RSA.

Junction 11: Rampton road/ Oakington Road - CCC to determine if mitigation is required. If mitigation is required then this must be identified and a scheme plan drawn up for Stage 1 RSA.

Junction 12: Huntingdon Road/ Girton Road - CCC to determine if mitigation required. If mitigation is required then this must be identified and a scheme plan drawn up for Stage 1 RSA.

Junction 30: B1050/ Stirling Road/ Crabtree Road. A preliminary layout has been provided, which needs to be subject to Stage 1 RSA. The drawing needs to relate to the extent of the existing public highway, where it is unclear if the proposed additional lane and the displaced cycleway/ associated infrastructure can actually be accommodated within the highway limits. The extent of the highway (pre and post L&Q S278 works) should be reviewed, and a package should be submitted for Stage 1 RSA.

SARE Layout

Whilst the application is submitted in Outline form with All Matters Reserved, it remains the LHAs view that a basic design package is required for the SARE, which can be appropriately assessed and Stage 1 RSA undertaken to ensure that future infrastructure is deliverable, appropriate and safe. As noted above, this applies to all off-site highway infrastructure/ mitigation proposals.

In relation to the above:

Northern Roundabout of the SARE: The relationship to the SARW should be modelled to demonstrate that length between SARW and SARE is sufficient to manage queuing (and weaving) without vehicles backing onto the respective roundabout gyratory.

Mid-roundabout: this appears to be excessive infrastructure and a future maintenance burden to CCC where this is not likely to be required to serve the nominal scale of the Oakington Business Park? The applicant may wish to demonstrate otherwise with capacity assessment.

Southern roundabout: the form of the junction is to be informed by review of the TA Team. In this respect a junction which seeks to limit the potential for additional trips via Oakington/ Girton and Cottenham may be sought.

Notwithstanding the above, the following comments are made in respect of the submitted layout:

It is unclear why the north arm is so sited with a reverse alignment from Dry Drayton Road (west) to SARE (north), with the exception of a future proposal to achieve a 4th arm on the north east of the circulatory, which is not a material consideration at this time.

East to west Dry Drayton Road would not appear to achieve sufficient entry path radius/ deflection/ arc radius, which would appear to necessitate moving the circulatory north or south.

Overall, the roundabout proposals need Stage 1 RSA, and the design parameters in accordance with CD116 Geometric Design of Roundabouts clarified.

The intervening links are required to meet the standards contained in CD 109 Highway Link Design. Again, the design parameters need to be clarified and a submission suitable for Stage 1 RSA prepared.

A long term aspiration will be establishment of a cycleway between the LAR and Oakington, which should be incorporated into the scheme in so far as it may be deliverable within the application site edged red and the existing public highway.

Design & Access Statement

It would be helpful if the Policy and Guidance Section referred to street design documents such as Manual for Streets 1 & 2, and CCC Housing Estate Road Construction Specification.

Primarily, there has been no engagement with the LHA in the preparation of this document. There are a number of principles shown on the various street sections which are either not acceptable for adoption, or require re-design. The document will not therefore be considered binding upon the LHA for streets for adoption as highway maintainable at public expense.

It is however noted that it is not appropriate to be overly prescriptive at this stage, accepting that design principles and potentially adoption principles may evolve over the lifetime of the development. Building flexibility into the future parcel and street design is therefore considered appropriate.

General principle of the Illustrative Masterplan and Connectivity aspirations are entirely laudable, subject to the submission of a detailed Masterplan. Vehicular accesses to individual plots should be arranged such that the most convenient method of travel to local facilities is by walking and cycling.

Figure 6.9 appears to be missing the northern arm of the SARW eastern roundabout (appears to be a feature, or rather a lack of a feature, across a number of diagrams).

Public Transport and the Busway - it is unclear why 2 x different carriageway widths are shown for the Busway on sections A-A and B-B. 6.0m is inadequate for a bus route.

The Central Avenue looks interesting Note, CCC may adopt appropriately located street trees and verges within visibility splays. However, broader street landscaping is currently beyond the maintenance capacity of the Local Highway Authority.

Accordingly, in accordance with the advice contained within the National Design Guide, the designer should consider and put in place maintenance regimes for public spaces and associated infrastructure i.e. Parish Council/ Community Management.

The following refers to the respective street types in the document:

Primary Street: CCC will not adopt street adjacent parking unless it performs a broader function rather than meeting a residential demand to fulfil standards; a 2.3m wide cycleway is acceptable if cycling is one-way. Street trees may be adopted provided they meet the requirements of CCC Housing Estate Road Design Guide, and providing they provide sufficient space for a tree to grow successfully, with due regard to below ground engineering/ drainage etc.

Segregation of traffic lanes by a central avenue can be very attractive. The street X section/ layout needs to take into consideration vehicles passing cyclists on carriageway, and widths in the event of a vehicle breakdown. Lanes of 3.25m are unlikely to be acceptable.

Secondary Street: carriageway width needs to reflect balance of number of units served/ bus route needs (min width 6.2m?); over edge drainage to swales may be a problem; CCC will not adopt

SUDS features. As noted above, CCC will not adopt on-street parking. Segregated cycleways may not be appropriate, where a high quality shared use route may suffice depending upon site context.

Tertiary Street: provides a mix of conventional road and footway and shared surface streets.

Adoptable shared surface cannot have a footway, but require 0.5m paved margins. Shared surface without adjacent development is not appropriate i.e. across flood plain.

Tertiary Street incorporating SUDs/ over edge drainage to swales/ rills are unlikely to be acceptable, again noting that CCC will not adopt SUDS features.

Adoptable shared surface streets may only serve a dozen dwellings as cul-de-sac, or 25 as a loop.

This accords with the adoption practices of LHAs across the East of England, with the exception of Ipswich Borough Council.

Movement and Access Plan - 02

Shows only a pedestrian cycle route north of the SARW eastern roundabout presumably this should be Secondary, if not a Primary Street?

Related to the above, the Primary Street linking south from Phase 2 north-west Primary Street just peters out, but extends into the centre of the Local Square when viewed in relation to the Land

Use Parameter Plan. Surely this needs to link through to the Primary Street?

Streets should be a 20mph design speed, which would require a speed reducing feature or a changes in alignment every 80 -100m to achieve this.

Possible future bus only link to Station Road, with adjacent cycleway: The existing point of access here is geometrically inadequate. Further, the cycleway emerges at a point on Station Road with only a narrow footway. A link would be better located to the eastern extremity of the site, closer to the Guideway junction, where minor improvements could be made to link cyclists to the guideway permissive cycle path.

It would be sensible if the drawing showed existing off-site rights of way to which potential linkage could be made i.e. Days Meadow/ Croft Lane.

Potential access to Church View is indicated, however, High Street/ Mill Road to which this route links has no footway provision for onward movement, and may be suitable for informal/ secondary use only without mitigation, which should be considered.

Open Space and Land Use Parameter Plan

The plan shows key, movement corridors for context, but again does not show any route extending north from the SARW eastern roundabout towards the town.

It is appreciated that a plan can have too much information and become illegible, however, it would be helpful if the land use plan was overlaid (or a further iteration provided) with the key Movement and Access Plan layers, as the two are intrinsically linked.

FRA and Drainage Strategy

It is assumed that the LLFA and relevant drainage authorities have been consulted in relation to the proposals.

Within the Policy Section it should be noted that CCC as Local Highway Authority will not adopt highway SUDS features associated with new housing estates and access roads. It is noted that the document refers to AWS as the adopting Authority in this respect (Appendix E). SUDS/ attenuation/ limited discharge drainage features associated with major highway infrastructure i.e. the SARE, may be accepted for adoption. Any such adoptable highway drainage must accord with the provisions of the DMRB and will be subject to full technical review. The design stage review will ensure that adequate capacity is achieved during appropriate weather events, whilst maintaining adequate storage and practical (self-cleansing) discharge rates via anyflow control systems, with due regard to minimising the maintenance liability of the Local Highway Authority.

Commuted maintenance sums will be required in relation to such drainage features. Design Guidance note that Cambridgeshire County Councils surface Water Drainage Guidance for Developers does not expressly relate to the drainage of adoptable highways.

Appendices

Lighting illumination levels to street types. Adoptable lighting must meet the standards identified by CCC Policy. It is not clear how this is meaningful when specific street design is not determined.

Landscape Strategy

Street Typologies

Related to, and largely replicates, the commentary in respect of the D&A. Primarily, there has been no engagement with the LHA in the preparation of this element of the document. There are a number of principles shown on the various sections which are either not acceptable for adoption, or require re-design. The document will not therefore be considered binding upon the LHA for streets for adoption as highway maintainable at public expense.

However as noted above, it may not be appropriate to be overly prescriptive at this stage, accepting that design and potentially adoption principles may evolve over the lifetime of the development. Building flexibility into the future parcel and street design is considered appropriate.

The statement The following design requirements must be met underlining each street typology, is therefore regarded as inappropriate and overly prescriptive.

The following generic points should be noted:

CCC may adopt appropriately located street trees and verges within visibility splays. However, broader street landscaping is currently beyond the maintenance capacity of the Local Highway Authority

Accordingly, in accordance with the advice contained within the National Design Guide, the designer should consider and put in place maintenance regimes for public spaces and associated infrastructure i.e. Parish Council/ Community Management.

Designers must ensure sufficient sub-construction areas reserved for trees between carriageways/ footways. Leaving inadequate space for trees for trees to thrive without complicated sub-ground construction infrastructure is essential.

CCC will not adopt swales or landscaped areas, which would be assumed to be the future maintenance responsibility of AWS.

Some street types are shown in crossfall, which is not acceptable for adoption purposes. CCC will not adopt street adjacent parking unless it performs a broader function, rather than meeting a residential demand to fulfil parking standards.

Street widths and infrastructure will be dependent upon location and function i.e. a secondary street which may also have perform a bus route, or serve a school, may have to be increased in carriageway width.

Segregated cycleways may not be appropriate in Secondary Streets, where a well-designed shared use facility, may be more appropriate in both function and delivering a more informal street scene.

Adoptable shared surface streets may only serve a dozen dwellings as cul-de-sac, or 25 as a loop. This accords with the adoption practices of the majority of LHAs across the East of England.

**NORTHSTOWE PHASE 3B – OUTLINE PLANNING APPLICATION
CONSULTATION RESPONSE**

To: Environment and Sustainability Committee

Meeting Date: 17th September 2020

From: Steve Cox; Executive Director, Place and Economy

Electoral division(s): Papworth and Swavesey, Willingham, Bar Hill, Cottenham, Histon and Impington

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

Outcome: To consider and endorse the officers' response to an outline planning application for up to 1,000 new dwellings at Northstowe Phase 3b

Recommendation: The Committee is requested to:

a) Endorse the response as set out in Appendix 1;

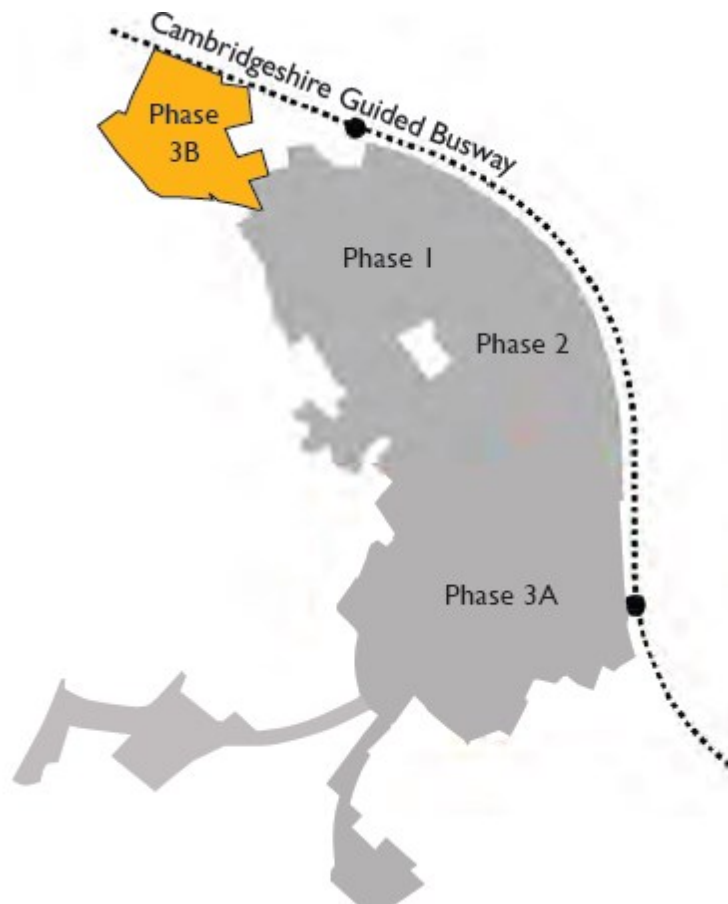
b) Delegate to the Executive Director, Place and Economy in consultation with the Chairman and Vice Chairman of the Committee the authority to make minor changes to the response.

<i>Officer contact:</i>	<i>Member contacts:</i>
Name: Juliet Richardson	Names: Councillors Josh Schumann and Tim Wotherspoon
Post: Business Manager Growth and Development	Post: Committee Chair/Vice-Chair
Email: Juliet.Richardson@cambridgeshire.gov.uk	Email: Joshua.Schumann@cambridgeshire.gov.uk / timothy.wotherspoon@cambridgeshire.gov.uk
Tel: 01223 699868	Tel: 07841524007/ 01954 252 108

1. BACKGROUND

- 1.1 Homes England has submitted an outline planning application (OPA) to South Cambridgeshire District Council (SCDC), as the local planning authority, for 1,000 new homes. This report seeks Member endorsement of the officer response to the planning application consultation, which has been submitted to SCDC on the 17th July 2020, in order to meet the consultation deadline.
- 1.2 Northstowe will comprise 10,000 homes and a broad range of supporting facilities and infrastructure. Phase 1 was granted outline planning consent in April 2014 for up to 1,500 dwellings and is currently being built out with approximately 530 homes now occupied. Phase 2 was granted outline planning consent in January 2017 for 'up to' 3,500 homes and a new town centre. Essential infrastructure works are nearing completion.
- 1.3 Phase 3 of Northstowe will provide up to 5,000 homes and represent one of the last three phases of planned development. Phase 3 is comprised of two physically separate sites and is divided into two sub phases:
- Phase 3a located to the south of Phase 2 within the confines of the former Oakington Airfield.
 - Phase 3b located to the north-west of Phase 1.

Figure 1 – Northstowe Phase 3b Site Plan



1.4 The OPA proposes:-

- up to 1,000 homes;
- a primary school
- secondary mixed use zone (with retail and associated services, food and drink, community, leisure, employment and residential uses)
- Open space and landscaped areas;
- Engineering and infrastructure works, with details of appearance, landscaping, layout, scale and access reserved.

2. MAIN ISSUES

- 2.1 The County Council has been engaged closely with the District and the Northstowe developers from the inception of the new town, through masterplanning development framework and the outline planning applications for each of the earlier two phases. This engagement has continued with Phase 3b with extensive pre-application engagement in addition to the statutory consultation on the application. The Phase 3b application has been made in the context of the development framework for the whole new town and the provision of infrastructure will conform to these principles.
- 2.2 Officers have reviewed the planning application and supporting documents and a summary of the key issues are set out below. Full detailed comments are also included in Appendix 1. This section sets out the key issues arising from the development for the County Council in terms of the development impacts and the level of mitigation that will be required through planning obligations.

Education

- 2.3 One 2 form of entry new primary school is proposed within the development with the developer providing land and financial contributions towards the capital cost of the school. Developer contributions will also be sought towards the secondary school, post 16 and SEN provision which are being provided as part of Phase 2. Details will be subject to the s106 to be agreed with the applicant and South Cambridgeshire District Council.

Libraries and Lifelong Learning

- 2.4 Libraries and lifelong learning demand created by Phase 3b will be met by the new library to be provided within the community centre in Phase 2 which will serve the whole town of Northstowe. Developer contributions towards the fit out of the library will be sought.

New Communities

- 2.5 The County Council would like a commitment from the developer to more formal support for community development, especially for those more vulnerable, to ensure all people are fully integrated and welcome in the new community. This can be achieved through things such as a commitment to provide community development workers and specialist workers for those who are more susceptible to social isolation (those who are at risk of developing mental health problems) and for children and young people.

Public Health

- 2.6 No formal response received due to capacity within Public Health responding to the Covid-19 Pandemic, however informal response indicated Public Health were involved in the scoping of the Health Impact Assessment with the applicant and have no major concerns with Health Impact Assessment.

Highways and Transport Assessment

- 2.7 Northstowe benefits from strategic infrastructure of the improved A14, the Cambridge Guided Busway, and is well situated to benefit from potential future investment in the Cambridge to St Ives Greenway, and proposed CAM network.
- 2.8 The proposals have a critical dependency on (i) the vehicle trip generation and distribution of the new town's traffic (ii) the capacity of the Bar Hill interchange for strategic traffic, and (iii) the impact of traffic on surrounding villages. These matters require further investigation with the applicant and are the focus of the Transport Assessment work presently taking place. The committee will be asked to review the conditions and S106 obligations when the Transport Assessment has advanced and conclusions about mitigation can be drawn.

Section 106 Heads of Terms

- 2.9 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.
- 2.10 Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) provides that from 6th April 2010 it is unlawful for a planning obligation to be taken into account when determining a planning application if the obligation does not meet the following tests:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.
- 2.11 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.
- 2.12 The final heads of terms will be approved by the local planning authority prior to resolving to grant of planning permission. It is recognised that there is further work to do on the heads of terms prior to this and Members should be mindful that these will be scrutinised against the legal tests and possible viability assessment of the development.

3. ALIGNMENT WITH CORPORATE PRIORITIES

Report authors should evaluate the proposal(s) in light of their alignment with the following four Corporate Priorities.

3.1 A good quality of life for everyone

The development will provide leisure, recreation and community facilities to benefit the local community for all.

3.2 Thriving places for people to live

The development will provide employment and retail opportunities for the residents and the wider community.

3.3 The best start for Cambridgeshire's children

The development will provide education facilities for all children

3.4 Net zero carbon emissions for Cambridgeshire by 2050

The County Council will provide the school on the site which will be subject to separate planning applications and will comply with the national and local policies for net zero carbon emissions.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no significant implications within this category.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

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

4.4 Equality and Diversity Implications

There are no significant implications within this category.

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

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.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes or No Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes or No Name of Officer: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by the Council’s Monitoring Officer or LGSS Law?	Yes or No Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes or No Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes or No Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes or No Name of Officer: Andy Preston

Have any Public Health implications been cleared by Public Health	Yes or No Name of Officer: Kate Parker
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Source Documents	Location
Northstowe Phase 3b planning application	Available at: S/20/02142/OUT

Appendix 1: County Council Officer Comments

Outline planning application for the development of Northstowe Phase 3B, comprising up to 1,000 homes, a primary school, secondary mixed use zone (with retail and associated services, food and drink, community, leisure, employment and residential uses), open space and landscaped areas, engineering and infrastructure works, with details of appearance, landscaping, layout, scale and access reserved. Application accompanied by an Environmental Statement.

20/02142/OUT

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

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

1.0 EDUCATION INFRASTRUCTURE SERVICE

Environmental Impact Assessment

- 1.1 It should be noted that the statutory distance for primary pupils to walk is 3.2 km (2 miles) not the 5km as identified within the report. Nevertheless, the developers' assessment that there is no capacity within surrounding schools is welcomed and is in line with the Council's own assessment. This the case for both primary and secondary pupils.
- 1.2 The overall demand from the 1,000 new dwellings have been assessed using the Council pupil yield multipliers (see appendix 1). This shows a demand for primary school places of up to 1.9 forms of entry (FE) arising from the site. It is proposed to mitigate this demand through the provision of one 2 FE new primary school within the development. This approach is in line with advice provided to the developers as part of pre-application consultation.
- 1.3 The County Council agrees with the need to mitigate secondary education provision as a developer contribution for expansion of the existing Northstowe secondary school rather than an alternative approach to securing separate capacity. This is in line with the overall development proposals for Northstowe and reflection advice given by officers.
- 1.4 We welcome the reference in the planning statement for contributions towards the new SEN provision in the main education campus site.

Parameter Plans

- 1.5 The County Council is happy to accept the primary school site set out in the Land Use Parameter plan. It is noted that these are only broad locations at this time and the final locations and site conditions will be subject to the Council's approved specifications prior to transfer.
- 1.6 The primary school site is located with potential to promote sustainable modes of travel. These routes should be delivered in advance of the schools if possible.
- 1.7 It is noted that the school site is potentially located adjacent to the primary street through the development. This does not take away from the fact that locating the schools on the primary street will have an impact on the school, and may increase costs if it is necessary to mitigate the impact for example, noise and pollution, during the design of the school. Access to the primary school should not be from the primary street.
- 1.8 All sites should be provided to the Council's adopted policy requirements, notably free of encumbrances.
- 1.9 It is recognised that further detail will emerge, for example through the Design Code for the site. The Council would ask that consideration be given at this time.

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 the new Northstowe Library in Phase 2.
- 2.12 As the housing mix is currently unknown the number of new residents arising from a site has been calculated by applying the County Councils general household size multiplier of 2.50 residents per dwelling.
- 2.13 This development would therefore generate an additional 2,500 new residents (1,000 dwellings x 2.5 average household size).
- 2.14 Contributions will be sought on the basis of £59 per head of population as per the guidance referred in paragraph 2.8.
- 2.15 Therefore a total contribution of £147,500 (£59 x 2,500) towards the fit out of the Northstowe Library in phase 2 is required to mitigate the impact of the development.

3.0 MINERALS AND WASTE

- 3.1 The site falls within: W1T Northstowe (Area of Search) (W8AQ) as depicted on page 188 of the Cambridgeshire and Peterborough Minerals and Waste Site Specific Plan (SSP) and an area identified

as a Sand and Gravel Minerals Safeguarding Area, (also depicted on page 184 of the SSP). Policy CS26 Minerals Safeguarding Areas and Policy CS28 Waste Minimisation, Re-use, and Resource Recovery of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy are also relevant.

- 3.2 The application documentation includes a Waste Management Strategy, which is welcomed. The Strategy inter alia notes previous discussions between the County Council and District Council and the applicant regarding waste, and includes an outline Site Waste Management Plan. In contrast to the Northstowe 3b application this Waste Management Strategy does not address the W1T Northstowe (Area of Search), and it requested that the applicant addresses this omission. If the LPA is minded to grant planning permission, in order to ensure that Policy CS28 is adhered to, it is requested that the condition below be imposed.
- 3.3 The topic of the safeguarded sand and gravel does not appear to be addressed within the application documentation. Policy CS26 Mineral Safeguarding Areas of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy sets out that development will only be permitted where 1) it has been demonstrated that the mineral concerned is no longer of economic or potential value, or 2) prior extraction to the development takes place, or ... 4) there is an overriding need for the development and prior extraction cannot be reasonably undertaken. At this time, this policy does not appear to have been addressed. It is, therefore, requested that the applicant assesses the practicalities of incorporating prior extraction into the proposal, if possible. If this is not possible, please include the optional criteria [i] in the condition below requiring that the topic of incidental extraction of minerals be addressed through the Detailed Site Waste Management Plan. Until such time as the requested information is provided, the Minerals and Waste Planning Authority objects to the application.

Condition: Detailed Waste Management and Minimisation Plan

Prior to the commencement of development 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:

- a) Construction waste infrastructure including a construction material recycling facility to be in place during all phases of construction;*
- b) anticipated nature and volumes of waste and measures to ensure the maximisation of the reuse of waste;*
- c) 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;*
- d) any other steps to ensure the minimisation of waste during construction;*
- e) the location and timing of provision of facilities pursuant to criteria a/b/c/d;*
- f) proposed monitoring and timing of submission of monitoring reports;*
- g) 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;*
- h) 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.*
- i) [measures to ensure the best use of any sand and gravel extracted incidentally as part of construction.]*

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 CS26 and] 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.

4.0 SUPPORTING NEW COMMUNITIES

4.1 The County Council requires the following mitigation measures:

- **Kick-start funding** to support the formation of community groups, promote community action and reduce public service involvement in the long term.
- **Specialist Support** – To provide additional capacity for the specialist support required by the new community when demand on services is expected to be at its highest and above that of an established community.
- **Multiagency Support & co-ordination** – To work across agencies and with the community to connect the people who need it most to the most appropriate form of support. Encouraging community-led support, co-production and ensuring partner organisations are collaborating and providing an integrated joined up service that is accessible.
- **Healthy New Town Legacy** – jointly requested from the HNT partnership to embed the legacy of the HNT into the phase 3 development

4.2 See Appendix 2 for detailed contributions.

Appendix 1

Education justification

Cambridgeshire County Council has a statutory duty to provide education facilities for the residents of Cambridgeshire. Section 13 of the Education Act 1996 (as amended) provides that an authority is under a duty to ensure *“that efficient primary education and secondary education are available to meet the needs of the population of their area”*.

The 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.”*

Section 106 of the Town and Country Planning Act 1990, as substituted by the Planning and Compensation Act 1991, sets in place the statutory basis for obtaining funding from developers, through Planning Obligations. Section 106(1) (d) specifically allows for the making of payments to Local Authorities on a specified date or dates or periodically.

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.

In order to determine whether an education contribution is required the County Council calculates the number of pupils arising from the development and then compares this to the current capacity of the catchment school. This is a well-established process based on robust figures and information.

As this application is in Outline in which approval for a fixed dwelling mix is not being sought the number of pupils generated by the development has been calculated using the County Council’s general child yield

multiplier. 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 = 30 children per 100 dwellings;*
- *Primary Education = 40 children per 100 dwellings (increased to 40 children per 100 dwellings in December 2017); and*
- *Secondary Education = 25 children per 100 dwellings.*

Further details on these multipliers are contained within the following reports approved by the Children and Young People Committee in September 2015 and December 2017 respectively:

- Pupil Forecasts – Adoption of Revised Multipliers for Forecasting Education Provision for New Developments ([CYP Committee Item 7, 8th September 2015](#)).
- Estimating Demand For Education Provision Arising from New Housing Developments (Revision of Methodology) ([CYP Committee Item 6, 5th December 2017](#)).

In addition, S106 contributions towards early years provision are only sought for those children entitled to free provision, so that contributions are sought only for those 2, 3 and the proportion of 4 year olds not already in school, and who qualify under the Government's eligibility criteria for funded places.

Once the number of children has been calculated information on the current school capacity is then used to determine if there is sufficient space to accommodate the children arising from the development. This information is reviewed and updated twice a year using details from the school's Census Returns and the NHS Child Health Register to ensure it remains up-to-date.

For primary and secondary schools consideration is given to the school capacity over the next five years, from when the application is submitted. In determining early years places only children who have been born can be included so consideration can only be given to the capacity in next two years.

When considering whether there are surplus school places the County Council only considers the catchment area of the school(s) in which the proposed development lies. The reason for this is that if journeys to school

exceed the statutory walking distances, or do not have an available route, the County Council would be required to provide transport, with additional ongoing revenue costs. In addition, not planning on this basis could give rise to issues of accessibility, additional congestion from car trips and road safety (crossing roads and cycling etc.).

If there is a lack of capacity at the catchment school(s) to meet the needs arising from the development then the County Council will seek a financial contribution from the development in order to provide for the additional places.

The approach above clearly demonstrates that the principle and process of seeking education contributions is both sound and reasonable.

Seeking education contributions as set out above also conforms to the three CIL tests:

1. Through the process of analysing the capacity of the catchment area contributions are only sought where they are ***necessary to make the development acceptable in planning terms*** (e.g. where sufficient spare capacity does not exist).
2. Contributions are spent on the school(s)/early years facilities whose catchment area the development is in, and are therefore ***directly related to the development***.
3. The level of contribution is proportional to the number of children arising from it and is therefore ***fairly and reasonably related in scale and kind to the development***.

The Council will provide a cost for the proposed mitigation project, calculated in accordance with Building Bulletin 103. Where there is no project cost available, the Department for Education scorecard cost will be used.

Appendix 2

Cost Summary	Pre-occupation	100th occupation	plus 24 months	Guaranteed	Total
Total kickstart funding	£4,085.00	£4,085.00	£4,085.00	£12,255.00	£12,255
MH SCW (level 3) (3 yrs)	£0.00	£0.00	£0.00	£0.00	£0
MH training (level 2)		£6,800.00		£6,800.00	£6,800
MH Counselling Services CYP		£1,600.00		£1,600.00	£1,600
District Team staff (2 yrs)		£37,500.00	£37,500.00	£75,000.00	£75,000
Children centre staff (2 yrs)		£13,810.63	£13,810.63	£27,621.25	£27,621
Children centre equipment/activities		£6,250.00	£6,250.00	£12,500.00	£12,500
IDVA (2yrs) (if level 3)		£13,968.32	£13,968.32	£27,936.64	£27,937
DA Kick Start funding (If Level 2)	£600.00	£600.00	£600.00	£1,800.00	£1,800
Social care unit (2 yrs) if Level 3 (100%)					£0
Social care unit (2 yrs) if Level 2 (50%)	£0.00	£0.00	£0.00	£0.00	£0
Specialist Community Development Worker (2 yrs) if level 2 or 3	£8,333.33	£8,333.33	£8,333.33	£25,000.00	£25,000
Multiagency co-ordination if level 2/3	£10,555.56	£10,555.56	£10,555.56	£31,666.67	£31,667
Community Development Activities if level 1					£0
School nursing					£0
Health visiting		£6,875.00	£6,875.00	£13,750.00	£13,750
Health new towns initiative legacy (project workers)		£6,250.00	£6,250.00	£12,500.00	£12,500
Health new towns initiative legacy (kickstart funding)		£2,800.00	£2,800.00	£5,600.00	£5,600
total	£23,573.89	£119,427.84	£111,027.84	£254,029.56	£254,030

Appendix 3 – Other services responses

Archaeology

The proposed development is located in an intensively settled and managed historic landscape e site is located in a landscape of high archaeological potential. Excavations undertaken in and around Longstanton, including Northstowe Phases 1 and 2 and the large residential development to the west of the village have identified extensive and intensive land use throughout the Iron Age, Roman, Saxon and medieval periods. Cropmarks and geophysical survey within the proposal area identify a complex pattern of enclosures. A preliminary evaluation undertaken in 2004 indicated a Roman period date for this site, with artefacts of Iron Age, Saxon and medieval date providing evidence for the longevity of land use.

Pre application meetings were held with the County Council's Historic Environment Team, where HET's view that field evaluation was necessary, to be undertaken prior to planning permission in order to inform the assessment.

The Environmental Statement provides reference to the currently known archaeological resources within the application area and suggests further trench evaluation to be undertaken prior to the commencement of construction works. It goes on to suggest excavation and "watching brief" of areas to be determined at a later date, with mitigation to be undertaken in conjunction with enabling works. We advise against this approach as the current baseline understanding of the archaeological potential of the site is insufficient to determine an appropriate mitigation responses.

We recommend further field evaluation is necessary to define the character and extent of known and anticipated heritage assets throughout the proposal area. The results would enable an informed assessment of the development impacts and the measures required to mitigate the impact of development. This programme of work should be undertaken to inform the planning application and enable revisions to the Environmental Statement to clarify the character, significance and extent of heritage assets of archaeological significance in the area and inform clear proposals to mitigate the impacts of the proposed development.

HIGHWAYS

Comments

1. Pre-amble:

Application Form - It is noted that the application is submitted with All Matters are Reserved.

2. Station Road/ B1050/High Street - Main Access:

The single main point of access is acceptable in principle. However, notwithstanding that the application is submitted with all matter reserved, it is essential that the proposed access arrangements, comprising significant alterations to the roundabout geometry and walking and cycling infrastructure, are subject to the Stage 1 Road Safety Audit (RSA) process. This is necessary to ensure that the development is deliverable in a safe form and appropriate form, and provides adequate future year capacity.

However, the submitted access arrangement requires re-design as per comments provided to the applicants agents prior the submission; accordingly, a supporting information pack is require to be submitted suitable for RSA, which in turn must be completed to a satisfactory level prior to determination. The revision requires greater detail with respect to pedestrian and cycle linkages, and particularly the crossing of the B1050.

CCC have spoken directly with HE and Arcadis, who are preparing details for submission.

3. Indicative Masterplan:

Noting the indicative nature of the submission I would make the following comments:

3.1 Linkages to Station Road east I note the Northstowe Coordination Statement of Intent document. The LPA/ LHA need to ensure high quality connections are made to the eastern boundary at points to be agreed, without intervening land.

The identified links pedestrian/ cycle and emergency links to allocation to the land to the east and south are noted and welcomed. Clear legible and direct routes should be developed through the site between these boundaries and Station Road as part of the detailed layout.

To ensure comprehensive development west of Station Road, links must be constructed to the respective site boundary without any intervening land.

3.2 CCC Guided busway this is a permissive path only and the link to this route can only be accepted with the expressed consent of CCC Busway Team; the Busway Manager, Campbell Ross-Bain, should be contracted in this respect.

3.3 The document suggests an appropriate 20mph design speed, but indicative primary street alignment does not generally lend itself to this.

In this respect the Masterplan layout comprises two long culs-de-sac linked by a footway/cycleway to the north. Culs-de-sac should not really serve in excess of 300 units, and a proper road link would be required, which should not comprise a shared surface.

3.4 The Masterplan suggests potential bus penetration to the site, but gives no indication of how far in to the site buses may penetrate/ and how they would exit without a 3-point turn.

This element need needs a little more thought.

4. Design & Access Statement

The document provides various road X sections and drainage scenarios which are not consistent with CCC road adoption principles. The following refers to the respective paragraphs in the document:

6.4.3 Primary street: CCC will not adopt street adjacent parking unless it performs a broader function rather than meeting a residential demand to fulfil standards; a 2.3m wide cycleway is acceptable if cycling is one-way, however, a high quality shared use facility separate from the streets may be more appropriate in this wholly residential environment. Street trees may be adopted provided they meet the requirements of CCC Housing Estate Road Design Guide, and providing they provide sufficient space for a tree to grow successfully, with due regard to below ground engineering.

6.4.4 Secondary Street: carriageway width needs to reflect balance of number of units served/ bus route needs (min width 6.2m?); over edge drainage to swales may be a problem; CCC will not adopt SUDS features. As noted above, CCC will not adopt on-street parking. Segregated cycleways may not be appropriate, where a high quality shared use route may suffice depending upon site context.

6.4.5 Tertiary Street: provides a mix of conventional road and footway and shared surface streets.

Adoptable shared surface cannot have a footway, but require 0.5m paved margins. Shared surface without adjacent development is not appropriate i.e. across flood plain. Adoptable shared surface streets may only serve a dozen dwellings as cul-de-sac, or 25 as a loop.

6.24 Tertiary Street incorporating SUDs/ over edge drainage to swales/ rills are unlikely to be acceptable, again noting that CCC will not adopt SUDS features.

Accordingly, there are a number of principles in the D&A which are not consistent with adoption of the streets as highway maintainable at public expense within Cambridgeshire, and as such will not be considered binding upon the LHA in this context.

5. Arboriculture Drawings AIA TREE IMPACT AND PROTECTION PLAN

These drawings are of interest given that this is the only part of the submission which actually shows any internal roads, prepared by Arcadis. Though probably not submitted intentionally, or intended to be reviewed in this context, I would point out the following:

Drawing shows what appear to be footways separated from the road by swales on the main spine roads the infrastructure should comprise segregated one-directional cycleways or high quality shared use facilities (where the former arrangement are potentially too formal in this residential scenario). Generally, the provision of cycleways vs footways around the main roads is hit and miss.

Drawings show what appears to be a signalised junction north of the main access this is not appropriate in a development of this (relatively) limited scale.

The initial east to west link from the main spine road appears to have a reasonably meandering road alignment for the first length, then travels straight towards the north-west boundary. The main spine road south-north is also far too straight; it is not therefore not clear how 20mph design speed would be achieved without vertical measures (the last consideration in engineering terms), and this will require further thought in due course.

These drawings actually show a road link along the north-west boundary of the site, contradicting bullet point 3.3 above.

6. Northstowe Coordination Statement

The contents of the joint statement between Endurance Estates/ Middlereach Ltd and HE is noted.

As noted above, the indicated connectivity is welcomed, and needs to be secured for each respective development to ensure this infrastructure is provided without encumbrance to ensure that the overall Local Plan allocation is delivered in a comprehensive manner to the benefit of the end users, across all sites.

In this respect, and whilst it may be implicit from the document, it would be beneficial if the document referred to:

The provision of consistent and high standards of infrastructure between parcels to be agreed with the LPA;

Such infrastructure must be constructed to the respective site boundary with no intervening land, ransom or impediment to the delivery of comprehensive development to the benefit of the end user.

7. Flood Risk Assessment and Drainage Strategy:

It is assumed that the LLFA and relevant drainage authorities have been consulted in relation to the proposals.

Again, it should be noted that CCC as Local Highway Authority will not adopt highway SUDS features associated with new housing estates and access roads. It is noted that the document refers to AWS as the potential adopting Authority in this respect (Para 5.4.26 5.4.29).

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.

The following are standing agenda items which are considered at every Committee meeting:

- Minutes of previous meeting and Action Log
- Finance Report – The Council’s Virtual Meeting Protocol states that no monitoring or information reports (includes the Finance report) will be included on committee agendas, they will instead be circulated to Members separately
- Agenda Plan, Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
17/09/20	North East Cambridge AAP Consultation Response	David Carford	Not applicable	04/09/20	08/09/20
	Approval of Flood Risk Management Data	Julia Beeden	Not applicable		
	Approach to Fens Flood Tactical Plan	Julia Beeden	Not applicable		
	Northstowe Phase 3a – Outline Planning Application – Consultation response	Juliet Richardson	Not applicable		
	Northstowe Phase 3b – Outline Planning Application – Consultation response	Juliet Richardson	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Milton Household Recycling Centre	Adam Smith	2020/013		
15/10/20	Business Planning	Steve Cox	Not applicable	02/10/20	06/10/20
	Carbon valuation for business cases.	Sarah Wilkinson	2020/045		
	Risk Register Review	Steve Cox	Not applicable		
19/11/20	Business Planning (Reserve in case of additions)		Not applicable	06/11/20	10/11/20
	Swaffham Prior Community Heat Project – Investment Case	Sheryl French	2020/035		
	Annual Carbon Footprint Report for 2019-20	Sarah Wilkinson	Not applicable		
	EV Charge Points	Emily Bolton	Not applicable		
	West Cambridge Master Plan Response	David Allatt	Not applicable		
10/12/20	Business Planning	Steve Cox	Not applicable	27/11/20	01/12/20
	Trees & Woodland Strategy	Emily Bolton/Phil Clark	2020/048		
	Performance Report	Business Intelligence Tom Barden	Not applicable		
14/01/21	CUSPE Policy Challenge #4: Business Investment in Carbon Emission Reduction	Sheryl French/ D McWherter	Not applicable	04/01/21	06/01/21
11/02/21 (reserve)	Schools Low Carbon Heating Investments	Chris Parkin	2021/006	29/01/21	02/02/21
11/03/21	Performance Report		Not applicable	26/02/21	02/03/21
08/04/21 (reserve)				26/03/21	30/03/21
10/06/21	Notification of the Appointment of the Chairman/Chairwoman and Vice Chairman/Chairwoman	Democratic Services		28/05/21	01/06/21

ENVIRONMENT AND SUSTAINABILITY COMMITTEE TRAINING PLAN

Ref	Subject	Desired Learning Outcome/Success Measures	Date	Responsibility	Attendance by:
1.	Planning/Growth Sites		13 th August 2020	Juliet Richardson	
2.	Valuing Carbon		13 th August 2020	Sarah Wilkinson	
3.	Environment Impacts		13 th August 2020	Sheryl French	
4.	Waste PFI overview – to ensure Members have an understanding of the PFI contract and how waste is managed across the county		28/29/30 September 2020	Quinton Carroll & Adam Smith	
5.	Climate Change Strategy and Environment Fund – to ensure Members have an understanding of the Council's actions on Climate change and the Environment Strategy		28/29/30 September 2020	Sheryl French & Sarah Wilkinson	
6.	Energy Programme including new business models – Carbon offset from CUSPE 2020		22 October 2020 @ 2pm to 4pm	Sheryl French, Cherie Gregoire, Claire Julian-Smith	
7.	Lead Local Flood Authority, Future Parks Accelerator, Natural Capital and Historic Environment		05 November 2020 @11am to 1pm and 19 November 2020 @ 11am to 1pm (date TBC)	Quinton Carroll, Julia Beeden, Victoria Stacey and Sarah Ferriss	
8.	Transport Assessment & Highways		03 December 2020 @ 2pm to 4pm	Juliet Richardson & David Allatt	

Updated 02/09/20

