

ENVIRONMENT AND GREEN INVESTMENT



Thursday, 16 September 2021

Democratic and Members' Services
Fiona McMillan
Monitoring Officer

10:00

Shire Hall
Castle Hill
Cambridge
CB3 0AP

**Multi Function Room, New Shire Hall, Alconbury Weald,
Huntingdon, PE28 4YE
[Venue Address]**

AGENDA

Open to Public and Press by appointment only

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 - 1 July and Action Log**

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Item Title

[MINUTES - 1 JULY 2021](#)

- 3. Petitions and Public Questions**

OTHER DECISIONS

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	Appendices 1 and 2 of this report are confidential. If members wish to discuss these appendices, it will be necessary to exclude the press and public.	
13.	Environment and Green Investment Committee Agenda Plan and Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels	201 - 202

The Environment and Green Investment comprises the following members:

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

COVID-19

The legal provision for virtual meetings no longer exists and meetings of the Council therefore take place physically and are open to the public. Public access to meetings is

managed in accordance with current COVID-19 regulations and therefore if you wish to attend a meeting of the Council, please contact the Committee Clerk who will be able to advise you further.

Councillor Lorna Dupre (Chair) Councillor Nick Gay (Vice-Chair) Councillor Anna Bradnam Councillor Steve Corney Councillor Piers Coutts Councillor Stephen Ferguson Councillor Ian Gardener Councillor Mark Goldsack Councillor John Gowing Councillor Ros Hathorn Councillor Jonas King Councillor Brian Milnes Councillor Catherine Rae Councillor Mandy Smith and Councillor Steve Tierney

Clerk Name:	Dawn Cave
Clerk Telephone:	01223699178
Clerk Email:	Dawn.cave@cambridgeshire.gov.uk

Environment and Green Investment Committee Minutes - Action log (includes outstanding actions from the Environment and Sustainability Committee)

This is the updated action log as at 8th September 2021 and captures the actions arising from the most recent Environment and Green Investment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

Environment and Sustainability Committee minutes of 17 September 2020					
Minute number	Item title	Responsible officer(s)	Action	Comments	Status
33.	Northstowe Phase 3A – Outline Planning Application Consultation Response	David Allatt	Circulate final response to the Committee.	CCC's planning response to the submission has been presented to the committee. Update 16.04.21 Final response will be presented once the developer technical work and HoT negotiations reach a suitable point. Update 01.09.21: A report with this information is going to committee on 16.09.21	Complete
Environment and Sustainability Committee minutes of 15 October 2020					
38	Action Log	David Allatt	Provide updates on an ongoing basis for the Northstowe Phase 3A- Outline Planning Application Consultation Response until the final response is completed	CCC's latest planning response to the submission has been presented to the committee and future responses also will be. Update 01.09.21: A report with this information is going to committee on 16.09.21	Complete

Environment and Sustainability Committee minutes of 14th January 2021

50.	Swaffham Prior Community Heat Project- Investment Case	Sheryl French	It was confirmed that the insurances and guarantees were currently under development and once completed would be circulated	Update at July 2021 E&GI Committee: the project was progressing well and that two key contracts have been signed and further contracts would be signed shortly. Update 01.09.21: The JCT design and build contracts for the Energy Centre and Heat Network are signed as are the grant agreements, novation agreements for the Swaffham Prior Community Heat Network Ltd. The O+M contracts are ready for signature, two collateral warranties are in place and a further is being negotiated. These contracts are available for Councillors to view but will not be generally circulated as there are a lot of files, appendices.	Ongoing
		Sheryl French	A suggestion was made by a Member, to instruct officers to engage in a discussion with the Secretary of State for Business, Energy and Industrial Strategy in order to broaden the Agricultural Grant Schemes to include incentives for landowners of suitable land for future energy projects. By including these landowners in the scheme would	To be started.	Ongoing

			reduce the risks to potential future developments		
Environment and Sustainability Committee minutes of 11 March 2021					
59	Schools Low Carbon Heating Investment Case	Chris Parkin	Members requested that similar projects would be presented in a single presentation format to aid decision making	This action is ongoing and will be checked each time a new investment decision is brought to committee Update 01.09.21: This has now been standardised into decision papers.	Complete
60	Civic Hub Solar Carports-Investment Decision. The reference should change to Cambridge EV charge point project	Emily Bolton	Members were notified that installation of electric charge points were underway in Cambridge City. It was requested that officers would update the Committee of the project.	In collaboration with Cambridge City Council, CCC is looking to install 19 7kW with an additional 4 rapid charge points across two areas of the city (Riverside & De Freville). The procurement process is nearing completion. An application to the Office for Zero Emission Vehicles On-street residential charge point scheme has been submitted. Subject to grant funding, installation is planned for the summer / early autumn. The Chair / Vice Chair of Highways and Transport were briefed on the project in March and the briefing note will now be circulated to the new Chairs / Vice Chairs of H&T and E+GI. Update:	Ongoing

				<p>Update 01.09.21: A briefing note was sent to Chair & Vice Chair of both committees on 07.06.21.</p> <p>The Council was successful in its application to the on street residential chargepoint scheme and have been awarded £118,000.</p> <p>The procurement has been completed and BP chargemaster have been awarded the contract to supply, instal, operate and maintain all the chargepoints on a 7+3year basis. We are in the process of finalising contracts. These will be delivered via two mechanisms – i) CCC will own the 7kW chargepoints and have a 50/50 profit share with Chargemaster and ii) the rapids will be owned by Chargemaster and the Council will be “hosting” them,</p> <p>- Installation are targeting completion by the end of the year unless it due to grid connections- there is extensive reinforcement work the UKPN will be carrying out.</p> <p>Letters to local residents will be sent out shortly and will be jointly from ourselves and City Council.</p>	
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Environment and Green Investment Committee minutes of 1st July 2021

8.	Climate Change and Environment Strategy and the Environment Fund	Andy Preston	There was a question on the environmental credentials of the new Alconbury Weald site, specifically the building specification, transport, etc. It was noted that there had been an excellent presentation to Member recently on this issue, and it was agreed to share this information.	Update required	Ongoing
7.	Low Carbon Lifecycle Heating Replacements at Maintained Schools	Chris Parkin	It was clarified that the £12.5M Environment Fund figures referred to in paragraph 2.6.4 was incorrect, it should read £13.5M, which was made up of £10M remaining Environment Fund, plus £3.5M Public Sector Decarbonisation Scheme. It was confirmed that there was a pipeline for some of the £10M and an estimate could be provided.	Update 01.07.21: Cllr Dupré has requested a briefing on the pipeline and what would be required to decarbonise all maintained schools by 2030. This will be provided for the next Green Investment Advisory Group meeting (week commencing 4 th October, date TBC). We expect to provide a briefing on the pipeline for Council Buildings for the same meeting.	Ongoing

Northstowe Phase 3A and Phase 3B – Section 106 Agreements Draft Head of Terms

To: Environment and Green Investment Committee

Meeting Date: 16 September 2021

From: Steve Cox; Executive Director - Place and Economy

Electoral division(s): Longstanton, Northstowe and Over

Key decision: No

Forward Plan ref: n/a

Outcome: The Committee is being asked to approve the draft head of terms in the Northstowe Phase 3a and Phase 3b Section 106 agreements.

Recommendation: It is recommended that the Committee:

- a) approves the draft head of terms set out in paragraphs 2.3 to 2.12 and Table 1 and Appendix A in respect to the Northstowe Phase 3A Section 106 agreement.
- b) approves the draft head of terms set out in paragraphs 2.3 to 2.10 and Table 2 and Appendix A in respect to the Northstowe Phase 3B Section 106 agreement.
- c) gives delegated authority to the Executive Director in consultation with the Chair and Vice Chair to agree the Section 106 agreements.

Officer contact:

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1. Background

- 1.1 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 830 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 and first dwelling occupations are expected later this year.
- 1.2 Homes England has submitted 2 further outline planning applications to South Cambridgeshire District Council (SCDC) for 4,000 dwellings and 1,000 dwellings for Phase 3A and Phase 3B respectively.
- 1.3 The 2 applications will make provision for the following:

Phase 3A	Phase 3B
Up to 4,000 homes	Up to 1,000 homes
Two primary schools	One primary school
A local centre including employment, community, retail and associated services, food and drink, community, leisure, residential uses and other accommodation	Secondary mixed-use zone (with retail and associated services, food and drink, community, leisure, employment and residential uses)
Open space and landscaped areas	Open space and landscaped areas
Sport pitches	Engineering and infrastructure works, with details of appearance, landscaping, layout, scale and access reserved.
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	

- 1.4 In September 2020, the Environment and Sustainable Committee was asked to approve the Officer's response to the outline planning applications for Northstowe Phase 3A and Phase 3B subject to draft head of terms for the Section 106 (s106) agreement to be considered as negotiations progressed. The Committee, in respect to both applications resolved to:

a) Acknowledge the response as set out in Appendix 1 and inform the planning authority that the response is incomplete, and that extra time is required to

complete it satisfactorily. Officers to send a holding objection to SCDC as the planning authority, and

b) Delegate to the Executive Director, Place and Economy, with the Chairman and Vice Chairman of the Committee along with the Local Member, the authority to make minor changes to the final response.

- 1.5 Both developments will require works in kind and contributions to be paid to the County Council and District Council towards a range of infrastructure types to ensure that the impacts of the development are properly mitigated which will be secured through the s106 agreement. Since the September 2020 Committee, Officers have been working with the applicant and South Cambridgeshire District Council to resolve the issues raised in the County Council's response to the application and to agreeing the head of terms for the s106 agreement.
- 1.6 This report sets out the draft head of terms proposed for both planning applications, including what infrastructure has been agreed, the costs and triggers for payment of the contributions or delivery of works in kind.

2. Main Issues

Developer contributions / Section 106 agreement

- 2.1 Officers have and will continue to work with the applicant and SCDC to secure an acceptable s106 agreement to mitigate any negative impacts arising from the development. Such provisions must be in accordance with the National Planning Policy Framework and the Community Infrastructure Levy (CIL) Regulations. Regulation 122 of the CIL Regulations requires that planning obligations must meet the following tests:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonable related in scale in kind to the development.
- 2.2 The final head of terms will be part of the South Cambridgeshire District Council planning committee report and will be the basis for the s106 that must be completed prior to granting planning permission. It is recognised that there is further work to do on the head of terms prior to this and these tables capture the key issues. Members should be mindful that these will be scrutinised against the legal tests in paragraph 2.1 above and possible viability assessment of the development. The Committee is asked, therefore, to approve the current head of terms as set out below and provide delegated authority as set out in the recommendation to conclude the negotiation.

Education

- 2.3 The planning applications propose to provide three new on-site primary schools (with early year's settings), contributions towards the expansion of the secondary school, Special Education Needs (SEN) and Post 16 will be secured. In addition, plots will be available for private nursery use (D1 use classification), subject to market demand.

- 2.4 The funding and provision of land for the education infrastructure will be secured through the s106 agreement as set out in Tables 1 and 2 below. The level of contributions and provision of land are agreed in principle, whilst there is ongoing consideration around the timing of the delivery of the facilities and triggers for payment of the contribution.
- 2.5 The County Council is satisfied that sufficient land and contributions have been secured to mitigate the impact of the development on early years and primary education. In respect to secondary education the pupil forecast for the fully built out Northstowe may exceed the capacity that has been secured from the various phases and planned for at the education campus. This will deliver 12 forms of entry whilst the County Council forecast a peak demand for 14 forms of entry. The contributions made by the Phase 3 applications will in part go towards the existing campus with a further contribution towards increasing capacity by a further 2 forms of entry.
- 2.6 The Applicant, Homes England, has asked the County Council for the option of developer delivery of the primary schools. Whilst it is not currently the policy of the County Council to permit developer delivery the education service is undertaking a review of this position. It has been agreed that the s106 will include a clause with the option for developer delivery, at the County Council's discretion, and subject to the outcome of the current policy review.

Libraries and Lifelong learning

- 2.7 Northstowe library will be provided as part of the community building delivered and funded by South Cambridgeshire District Council as detailed in the Northstowe Phase 2 Section 106 agreement, with a sum of £368,550 (index linked) ringfenced for the County Council for the first phase fit out. A contribution from Phase 3A and 3B towards the fit out of the library is also being secured for further fitout to expand service provision as the development and the population of Northstowe increases.

Community Development

- 2.8 Funding is being secured through the s106 agreement. it is general for short term funding to enable authorities carry out early intervention and preventative services to support people quickly back into independence and reduce reliance on public services. As new residents will be joining the community over a long timescale this support is necessary to build community resilience.
- 2.9 The contributions will provide a package of measures to allow multi-agency teams to address issues relating to mental and physical health, educational attainment, better chances of employment and to provide support to vulnerable groups. A sum of £1,135,469 has been secured which will be paid through a combination of development and needs based triggers throughout the life of the development.
- 2.10 This contribution relates to Phase 3A which with 4,000 dwelling remains a significant new community and therefore is likely to generate the conditions and therefore demand for the intervention provided through the contribution. A contribution specifically towards Phase 3B is not considered necessary as it is only 1,000 dwellings and likely to be the last phase built out and will most likely benefit from the services and community networks already developed across the earlier

phases.

Heritage

- 2.11 The Northstowe/Longstanton Project is a joint project between the County Council, Highways England and Homes England, plus the local Longstanton & District Heritage Society. It came about because both Northstowe and the A14 project have had significant programmes of archaeological fieldwork with significant discoveries and both Highways England & Homes England wish to promote this alongside the local heritage of the airfield. A programme of exhibitions and themes has been drafted that focus on the archaeology of the A14 and Northstowe, local studies/stories and the military history of RAF Oakington. Audience development work undertaken that identified a possible audience of c.10,000 visitors per annum plus extensive schools' engagement by connecting with the national curriculum.
- 2.12 The initial project grant came from Highways England but proved insufficient to deliver a successful project. After debate and discussion by all partner, Homes England have agreed to a contribution of £250,000 that ensures delivery. Although the intention is for the County Council to manage and operate the facility, there is a longer-term intention to transfer responsibility at a later stage to a suitable local body.
- 2.13 Tables 1 and 2 below set out the key infrastructure items required and proposed for Northstowe Phase 3A and Phase 3B respectively.

Table 1: Draft S106 Heads of Terms Phase 3A (County Council only)

Contribution Infrastructure	Development Contribution Amount Required (with Indexation Date)	Comments
<u>Primary education</u> <ul style="list-style-type: none"> • 2 x 3FE primary school (with early years) • £13,130,687 per school • 2 x 3-hectare sites 	£26,261,373 (3Q2021) Trigger dates to be agreed but based on 3 instalments of 10%, 65% and 25%	Based on floorspace of 3,254sqm per school. Triggers to deal with phase 3 build out and combined phase2/3 build out scenarios.
<u>Secondary education</u> <ul style="list-style-type: none"> • Expansion of Northstowe Academy from 8FE to 12FE • Additional 2FE provision serving Northstowe 	£8,933,254 (3Q2021) Trigger date to be agreed £5,745,917 (3Q2021)	Expansion from 8FE to 12FE based on floorspace of 3,154sqm and apportioned to Phase 3A. Cost of £23,941 (3Q2021) per school place to seek alternative provision. (£23,941 x 240 pupils) –

Contribution Infrastructure	Development Contribution Amount Required (with Indexation Date)	Comments
		apportioned for 3A.
<u>Special Education Needs</u>	£1,607,483 (3Q2021) Payment trigger to be agreed	Based on 31 places identified for phase 3A towards Northstowe Special School.
<u>Post 16</u>	£4,187,463 (3Q2021)	Proportionate contribution towards Northstowe Academy Sixth Form.
<u>Early years/nursery</u>	Allocation of land for nursery/childcare (use class D2) marketed to a childcare provider	
<u>Library</u>	£238,191 (3Q2021) Payment trigger to be agreed	Contribution to enhanced fit out of 1,000 sqm of library space to be delivered within Phase 2. Cost apportioned to 3A.
<u>Heritage Annex</u>	£250,000 (3Q2021) To be paid on completion of Section 106 agreement	Capital contribution to make up funding shortfall on County proposal to deliver a heritage facility adjacent to Northstowe House.
<u>Community Development</u>		
New Communities Multi-Agency Support	£226,667	Specialist Community Development Workers and multiagency coordinator for two years.
New Communities Kickstart funding	£71,420	Towards mental health, child and family, domestic violence and health visitor provision.
New Communities Support Services	£787,382	
Healthy New Town Project Worker	£50,000	Agreed.

Table 2: Draft S106 Heads of Terms Phase 3B (County Council only)

Contribution Infrastructure	Development Contribution Amount Required (with Indexation Date)	Comments
2.3FE Primary School (including early years) 2.4-hectare site	£9,421,791 (3Q2021) Trigger dates to be agreed but based on 3 instalments of 10%, 65% and 25%	Agreed.
<u>Secondary school</u> Expansion of Northstowe Academy from 8FE to 12FE Additional 2FE provision serving Northstowe	£2,233,313 (3Q2021) £1,436,479 (3Q2021)	Expansion from 8FE-12FE. Based on floorspace of 3,154sqm, apportioned for Phase 3B. Additional 2FE required. Cost of £23,941 per school place to seek alternative provision. (£23,941 x 60 pupils) – apportioned for 3B.
Special Education Needs (SEN)	£331,467 (3Q2021)	Towards Northstowe Special School contribution apportioned to 1,000 dwellings in Phase 3B.
Post 16	£1,046,866 (3Q2021)	A proportionate contribution to Northstowe Academy sixth form.
Libraries	£59,548 (3Q2021) Payment trigger to be agreed	Contribution to enhanced fit out of 1,000 sqm of library space to be delivered within Phase 2. Cost apportioned to 3B.

Transport Assessment

- 2.14 In terms of transport, all matters relating to the Transport Assessment have been concluded with the applicant. Northstowe benefits from the improved A14 and the Cambridge Guided Busway, and is well placed to take advantage of the Cambridge to St Ives Greenway and future upgrades to the City's bus network. The s106 Head of Terms have been agreed with the applicant, with contributions to the Cambridge Guided Busway and St Ives Greenway strategic infrastructure as well as multi-modal local interventions and ongoing monitoring. The applicant has detailed that an access road between Northstowe and Dry Drayton Road is required, and where junction mitigation is required. The final designs of the Southern Access Road East

(SARE) and junction mitigation schemes need to be agreed with Highways Development Management team. This is expected to be possible over the coming few months.

- 2.15 Appendix A details the s106 Head of Terms and conditions required. Approval is sought to seek these contributions and conditions, and for any amendments or additions to these as agreed with the Chair and Vice Chair as required.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

The report above sets out the implications for this priority in paragraphs 2.8 to 2.10

3.2 A good quality of life for everyone

There are no significant implications for this priority.

3.3 Helping our children learn, develop and live life to the full

The report above sets out the implications for this priority in paragraphs 2.3 to 2.6

3.4 Cambridgeshire: a well-connected, safe, clean, green environment

The report above sets out the implications for this priority in paragraphs 2.10

3.5 Protecting and caring for those who need us

The report above sets out the implications for this priority in paragraphs 2.8 to 2.10

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

All contributions and obligations will be secured through the Section 106 agreement, which will be binding on the applicant and County Council.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

There are no significant implications within this category.

4.7 Public Health Implications

There are no significant implications within this category.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

~~Positive/neutral/negative~~ Status:

Explanation: The report does not involve the construction of buildings

4.8.2 Implication 2: Low carbon transport.

~~Positive/neutral/negative~~ Status:

Explanation: The contributions and mitigations secured will support as shift to low carbon modes of transport particularly walking and cycling

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

~~Positive/neutral/negative~~ Status:

Explanation: The report does not involve the creation or management of green spaces, peatland, forests or habitats.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

~~Positive/neutral/negative~~ Status:

Explanation: There are no implication for waste management and plastic pollution in the report.

4.8.5 Implication 5: Water use, availability and management:

~~Positive/neutral/negative~~ Status:

Explanation: There are no implication for water use, availability and management in the report.

4.8.6 Implication 6: Air Pollution.

~~Positive/neutral/negative~~ Status:

Explanation: The contributions and mitigations sought in the report will secure a move to non-carbon forms of transport that will have a positive impact on air pollution.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

~~Positive/neutral/negative~~ Status:

Explanation: The contributions secured will ensure that services and infrastructure can be delivered at the developers cost.

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: Henry Swan

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: No name included

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes
Name of Officer: Emma Fitch

Have any Public Health implications been cleared by Public Health? Yes
Name of Officer: Kate Parker

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? Yes
Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

Northstowe Phase 3A Planning Application

Northstowe Phase 3B Planning Application

5.2 Location

Northstowe Phase 3A Planning Application - SCDC planning portal ([20/02171/OUT](#))

Northstowe Phase 3A Planning Application - SCDC planning portal ([20/02142/OUT](#))

Northstowe Phase 3A - 4000 dwellings and Phase 3B 1000 dwellings

20/02171/OUT and 20/02142/OUT

TRANSPORT ASSESSMENT TEAM

OUR REF: Northstowe P3 **CASE OFFICER:** Andrew Thompson
AUTHOR: Tam Parry **CHECKED BY:** David Allatt
DATE: June 2021

HEADLINE

No Objection subject to mitigation package agreed with the applicant: Sufficient detail has been presented to make a sound assessment.

Northstowe benefits from the improved A14 and the Cambridge Guided Busway, and is well placed to take advantage of the Cambridge to St Ives Greenway and future upgrades to the City's bus network.

The Transport Assessment has been the subject of extensive engagement since May 2018. Whilst most details have been agreed with the applicant, the details of the SARE and the mitigation at each junction are subject to safety audit and agreement. Work on these aspects is expected to be resolved and continues as part of the continued engagement with the applicant and their technical team.

The proposals have a critical dependency on (i) the new town's vehicle trip generation and distribution of these trips, (ii) the capacity of the Bar Hill interchange and when the SARE is required to be constructed, and (iii) the impact of traffic on surrounding villages. These matters have been subject to investigation with the applicant.

CCC provided technical comments on the Transport Assessment in August 2020, to which the applicant has provided additional information and clarifications, particularly relating to trip rates, distribution and mitigation. A revised TA has been submitted by the applicant, and has been reviewed.

The S106 obligations have been agreed with the applicant, and a summary of the S106 Heads of Terms and conditions is summarised in Appendix A.

Study Area: Agreed
Sustainable Mode Baseline Conditions: Agreed
Traffic Data: clarifications under discussion
Future Baseline Without Development: Agreed
Proposed Development: Agreed
Trip Generation: Agreed
Vehicle Trip Distribution: Agreed
Assessment of Sustainable Travel Modes: Agreed

Assessment of Traffic Impact: Junctions agreed.
Traffic Impact Mitigation: Junction mitigation to be agreed
Cumulative Assessment 5,000 Homes: Agreed

Background

These comments are based on the Revised Transport Assessment January 2021 and additional information provided by Arcadis as part of an outline application for mixed use development of 4,000 dwellings, 2,530sqm of retail, two primary schools, 5882sqm of B1 and other associated land uses for the new town.

This application is in parallel with an application for 1,000 dwellings for area 3B. Both of these applications complete the allocated development of 10,000 dwellings for Northstowe. This is further to outline consents for phase 1 of 1,500 dwellings, and phase 2 for 3,500 dwellings and the town centre.

Northstowe benefits from its proximity to strategic transport links, including:

- The recently **improved A14**. The improvements provide significantly more capacity, a new interchange at Bar Hill, and an access road Southern Access Road West (SARW) to the town.
- The **Cambridge Guided Busway (CGB)** which passes the town to its east, and will include a branch that will pass through the town itself.
- The **Cambridge to St Ives Greenway**. A segregated cycle route which runs alongside the CGB providing an attractive connection from Northstowe to Cambridge Science Park, Cambridge North Railway Station and surrounding villages. The route will ultimately connect to Trumpington and Addenbrookes, as part of works to be completed in 2022 on the Chisholm Trail.

These comments are structured in the following sections:

1. Summary
 2. Northstowe Town Transport Infrastructure
 3. Summary for First and Second Phase Mitigation Package
- Appendix A S106 Heads of Terms and Conditions

1. Summary

Trip Assumptions: The technical assessment for this application has outlined the trip generation, rate of internalisation, trip distribution and the associated impacts on the network. Whilst the general scope was agreed before the application was submitted. The trip generation, trip distribution and mitigation locations are **agreed**. The mitigation drawings need to be agreed. CCC has no objection to this application subject to the mitigation designs at each junction being agreed, and the detailed mitigation package detailed in Appendix A.

Trip Generation and Distribution: The trip generation and distribution of the new town has been detailed and is agreed. It is considered that the highway infrastructure has sufficient capacity, subject to the mitigation being agreed.

Highway Works and Associated Design: It should be noted that all highway works proposed in the TA will need to be agreed with CCC (and Highways England where appropriate). ***Such works will require design and safety audits at this outline stage to ascertain their acceptability and deliverability.***

Delivery Route: Note that CCC require any works to the public highway to be undertaken directly by the applicant (as per *CCC TA Requirements, 2019*).

Walking and Cycling Principles: The masterplan of phase 3A and 3B integrates with that of phases 1 and 2. It provides the key elements of the identity of Northstowe with greenways that allow cross-town movements. As with phases 1 and 2, the approach to walking and cycling in the movement parameter plan will encourage walking and will enable cycling for all ages and abilities, allowing for high quality segregated cycle routes along the busway, primary streets, secondary streets, through green corridors and quiet residential streets. All of these routes link into routes within phases 1 and 2, and provide linkages with the Cambridge Guided Busway, Oakington, the Airfield Road and Longstanton.

2. Northstowe Town Transport Infrastructure

This section summarises the transport infrastructure serving Northstowe and infrastructure that is proposed by the applicant.

A14 and Local Highway and Phase 3 Highway Infrastructure

CCC expects that all strategic traffic that is assigned to destinations served by the A14 and M11 should be able to use the Bar Hill interchange to gain access to the strategic road network. It is understood that Highways England accounted for the full Northstowe allocation in the design of the Bar Hill Interchange works. **This junction has been modelled with the higher trip rates and is shown to be within capacity subject to mitigation proposed by the applicant being agreed by CCC and Highways England.**

The highway capacity of the local road network is presently operating at, or is already over maximum capacity. This includes the B1050 through Willingham, and within Oakington, Cottenham, Girton and Histon. This limits how much traffic from Northstowe can be expected to be routed through these villages during peak times, but also raises concerns about delays, queues and congestion within these villages should traffic route through them - ***Robust scenario testing has been applied to the trip generation and distribution to examine the impacts with appropriate mitigation of the worst case scenario of traffic routing through local villages within the TA. Mitigation is proposed to address the impact of traffic within surrounding villages.***

The applicant proposes that an access for buses, cyclists and emergency vehicles is provided between the town and Westwick which is appropriate. General traffic is not proposed to use this access as this could potentially encourage more strategic traffic destined for the A10 to route through Cottenham and Landbeach. This is as per the envisaged masterplan for the new town and is agreed.

The Southern Access Road East (SARE) will connect to Dry Drayton Road. This connects to the road network connecting local villages, and not directly to the A14. The SARE would allow traffic with destinations for Cambridge, the A428 (via Dry Drayton village), and local villages to use it, avoiding the Bar Hill interchange and its associated junctions.

CCC would support a layout of the SARE if it did go directly to the A14 Local Access Road, however, this is not proposed by the applicant. For detailed comments on the SARE please refer to Highways Development Management comments. The design and layout of SARE has not been agreed with the applicant, and further work is necessary for the layout to be agreed.

All details relating to the road layout and engineering of the SARE and the mitigation junctions will need to be agreed with highways colleagues.

Phase 3A is served by two primary streets which are connected to each other with two secondary streets and a roundabouts to the south of the town. An additional secondary street acts as a loop serving dwellings in the western side of the phase. Phase 3B is served by two primary streets which are connected to each other at the site entrance. The road network conforms to the principals of limiting connectivity across the town for vehicles, and allowing permeability in all directions for walking and cycling.

Monitoring of traffic and all trips within and around Northstowe will need to continue to ensure that the trip generation and distribution of the town is known as it is built out.

Public Transport Infrastructure

The CGB runs through the centre of Phase 3A with a stop within the neighbourhood centre before continuing into the town centre, Phase 1 and Longstanton Park and Ride. A route is provided through Phase 3B and a neighbouring parcel to connect to Longstanton park and ride.

As with phases 1 and 2, the primary and secondary streets in phase 3A and 3B are to be ***designed to incorporate local and CGB buses, including bus stops/shelters and associated infrastructure. These streets are to be designed to accommodate buses, and pump priming funding is agreed with the applicant to enable buses to serve the town.***

In its draft Local Transport Plan, the Cambridge and Peterborough Combined Authority (CPCA) proposes the 'CAM' mass transit network. Further improvements to the Cambridge Guided Busway and the bus network have the potential to significantly increase the mode share of public transport for journeys to and from Northstowe, thereby reducing the impact of development related highway trips. This is proposed to be monitored as part of the monitoring strategy as set out in the heads of terms and within the Travel Plan.

Walking and Cycling Infrastructure

There should be ***segregated and safe cycle connections between the surrounding villages and Northstowe. This will ensure that Northstowe is accessible to cyclists and equine users for both essential and leisure journeys. This includes the villages of Dry Drayton, Bar Hill, Boxworth End, Swavesey, Fen Drayton, Willingham, Over, Rampton, Oakington, Histon and Impington and Girton.***

The Cambridge to St Ives Greenway alongside the CGB proposes improved connections to Fen Drayton and Over, and the A14 improvement works has built a network of routes that follow the A14 and provide links to Bar Hill, Boxworth End and Girton.

Other connections are proposed as part of Greater Cambridge Partnership and A14 legacy works to connect to Dry Drayton, Cottenham, and the bridge over the SARW near Longstanton.

The routes via Girton and the CGB are the key cycle routes between Cambridge and Northstowe which is a 30 minute cycle ride from Cambridge Science Park to the south.

Electric bikes and scooters are becoming more popular with technology and legislation evolving. This will facilitate a wider catchment area for cycling to and from Northstowe and other destinations like Addenbrookes Hospital, which will be facilitated by the completion of the Chisholm Trail. Further improvements to the Cambridge cycle network has the potential to significantly increase the mode share of cycling for journeys to and from Northstowe, thereby reducing the impact of development related highway trips. ***The use of cycling to and from Northstowe will need monitoring as the town grows.***

Within Phase 3A and 3B as with phases 1 and 2 there is a grid of cycle routes. These make use of segregated lanes alongside primary and secondary streets, segregated routes along greenways and green spaces, and routes that will connect between house parcels over greenways and other roads. The primary schools and the neighbourhood centre are accessible via any of these route choices.

In phase 3A the reinstatement of the Mill Lane route by the creation of a new greenway will link the villages of Oakington and Longstanton, and the provision of a perimeter bridleway and footways around the edge of the town in the green spaces are proposed. These will enable walking and cycling connections between the town and Oakington and Longstanton, and allow leisure activities within Northstowe, and enable connections to the network of footways and bridleways surrounding Northstowe.

To the south of the town, a bridleway is proposed to connect between the CGB and Longstanton Road, completing the circular bridleway around the town. This is complemented by a network of paths that will serve the green areas around the edge of the town that will link to those within the phase 2 waterpark, as well as the greenways and other routes to the west of phase 2.

Within Phase 3B a perimeter bridleway is required and a condition has been added to ensure that this provision is included between the CGB and the B1050.

The construction access route for phase 3A as with phase 2 is proposed to be via a separate route to the west of phase 3A. This will enable all paths and roads to be completed when built, and for new residents to cycle and walk around the town from first occupation. This is not clear in Phase 3B and a condition is added to ensure that there is a separate construction access route.

3. Summary of the Phase 1 and Phase 2 Mitigation Packages

Table 1 below summarises the mitigation packages secured with phases 1 and 2. This sets the background for the mitigation from phase 3.

Table 1: Summary of First Phases Mitigation

	Phase 1	Phase 2
Walking		

	<ul style="list-style-type: none"> ■ Perimeter bridleway along the western edge of the town and network of routes around the Eastern Waterpark. 	<ul style="list-style-type: none"> ■ Continuation of perimeter bridleway and network of routes around the Eastern Waterpark ■ Minor improvements to the byway crossing of the CGB near to Rampton Drift ■ Minor improvements to the bridleway between Wilsons Road Longstanton and the Southern Access Road West (SARW).
Cycling	<ul style="list-style-type: none"> ■ Cycle connection to Bar Hill along the B1050 linking phase 1, Longstanton and the Bar Hill interchange with the new footbridge over the A14 	<ul style="list-style-type: none"> ■ Improvement of the Northstowe to Grton cycle route between New Road and Girton. ■ Cycle route alongside the SARW linking to Bar Hill and the A14 local access road.
Public Transport	<ul style="list-style-type: none"> ■ Financial contribution for frequency uplift of the Citi 5 (or equivalent) connecting to Bar Hill and Cambridge ■ Proportionate contribution towards the capital cost of the CGB (£14m from all phases). ■ Financial contribution (£100,000) towards the cost of the CGB link between Longstanton Park and Ride and phase 1. <i>Note that CCC will require additional funding.</i> 	<ul style="list-style-type: none"> ■ Proportionate contribution towards the capital cost of the CGB (£14m from all phases). ■ Construct part of the CGB spur through the town linking to phase 1 and the CGB at Oakington.
Highway Infrastructure		<ul style="list-style-type: none"> ■ Minor improvements to the capacity of the Willingham signals, and to road safety on Ramper Road (between Longstanton and Swavesey), and to Rampton Road (between Willingham and Rampton).
Monitoring		<ul style="list-style-type: none"> ■ Monitor traffic flows on the SARW and within the town where the primary street shares the alignment of the bus spur road. This is a temporary measure until such a time as the primary streets within phase 3 are constructed, or when traffic levels exceed a threshold.

	<ul style="list-style-type: none"> ■ Network of traffic monitoring sites in the villages surrounding Northstowe. The principle of funding was secured (amounts are being discussed) for offsite mitigation should traffic from phases 1 and 2 result in severe impacts on surrounding villages.
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4 Full Scheme Mitigation Package

As phase 3 will complete the town, then the mitigation will need to complete all of the infrastructure required to enable travel to and from the town via a choice of transport modes. The below is a summary of the mitigation package as detailed in Appendix A.

Summary of Mitigation Package

Walking Routes

Headline: The package of measures improves the connectivity for movement and leisure between Northstowe and the surrounding area.

There is a requirement to improve walking connections between the site, Longstanton, Oakington and other surrounding villages, both for movement and leisure access. Between Northstowe and surrounding villages, there are opportunities to improve the Public Right of Way Network and linkages to create more circular routes around Northstowe.

Conditions are required to ensure that there is a perimeter bridleway around Phases 3A and 3B. Contributions are sought to improve the public rights of way network to enable wider connections and circular routes to Oakington, Willingham and Swavesey and enable improved access for leisure in the surrounding area.

Cycling Facilities

Headline: There is a requirement to improve cycling connections between Northstowe and Cambridge, and surrounding villages.

Northstowe phase 2 contributed towards works to improve the cycle route between Oakington and Girton, and a further contribution is sought to enable this route to be completed. The Greater Cambridge Partnership St Ives Greenway allows for improvements to the connections between Northstowe, Cambridge and the surrounding villages of Fen Drayton, Over, Willingham, Rampton and Cottenham. Some of these works have been completed as quick wins like the connection to Rampton, and others are to be completed. A substantial contribution is sought to these improvements.

Conditions are required to ensure that each development parcel provides links to the key walking and cycling routes to be provided within the town.

Local Public Transport Services

Headline: Movement routes are enabled, along with funding for local buses to access Northstowe early in the development. Contributions are sought to the capital cost of the CGB and the bus link road to Longstanton park and ride.

Phase 3A allows for buses to enter the town via a new bus and emergency vehicle access point near Westwick. Phase 3B allows for buses to route via a connection to the adjacent

plot of land to enable connections to Longstanton Park and Ride. Phase 3A has the continuation of the bus only route through Northstowe for buses using the Cambridge Guided Busway. This runs from the town centre in Phase 2 to the Local centre in phase 3A and joins the CGB to the north of Oakington.

The primary and secondary streets are designed to allow buses to use them, with the broad location of bus stops suggested by the applicant that enables most dwellings to be within 400m of a bus stop. Whilst it is acknowledged that the routes of local buses will be determined in the future, there will be a requirement to enable local buses to enter phase 3A and 3B. This is likely to require pump priming of any new or extended bus services. A contribution is sought for this, which will be broadly worded to take into account the need for flexibility and to determine the nature of bus services in the future. A contribution is sought for bus stop shelter maintenance should the bus shelters be handed to Northstowe Town Council. This would encourage the use of buses from Northstowe.

Phase 3A and 3B also complete the allocated contribution of £14M plus indexation from Northstowe towards the capital cost of the Cambridge Guided Busway with payments back dated to 2015.

These phases are also making a contribution towards the funding of the bus link road to be constructed between Longstanton Park and Ride and Northstowe phase 1. This is on CCC owned land, and will allow for the completion of the bus only road through Northstowe.

Local Roads

Headline: There is a requirement to monitor traffic in the surrounding area, to limit the impact of traffic in surrounding villages, and to ensure any works to increase capacity on the road network are undertaken by the applicant when required.

As with phases 1 and 2 most traffic to and from Northstowe is expected to use the Bar Hill interchange and the A14, with remaining traffic requiring routes on the local road network, either via the SARE, and onto Dry Drayton for the west, or the A1307, for Cambridge, and the old A14 or A1307 and B1050 to the north.

Provisions are made for the ongoing monitoring of the movement of traffic on the road network surrounding Northstowe. This is to detect and understand any impacts on surrounding villages. A substantial contribution is also made for traffic calming in surrounding villages, to reduce the opportunity for traffic to seek alternative routes through local villages ('rat running') particularly during peak times. This is particularly for the villages of Willingham, Swavesey, Oakington, Girton and Dry Drayton, although funding also allows for measures to be installed in Longstanton, Over, Rampton, Cottenham, Fen Drayton, and Histon and Impington. This will encourage traffic onto the A14 and the A1307 and away from the villages.

The applicant proposes the construction of the SARE which links Northstowe to Dry Drayton Road near Oakington. This road is proposed to be constructed after works to increase capacity at Bar Hill have been undertaken, and when the capacity of Bar Hill is fully used. The SARE does not offer an alternative for strategic traffic from Bar Hill, which will continue to use the junction. However, it does allow for Cambridge bound and other local traffic to use a route that avoids Bar Hill. With the additional traffic calming in Oakington and Girton detailed above, traffic will be encouraged to route via the A1307 linking to Huntingdon Road.

The applicant will make several minor improvements to junctions when traffic levels trigger the need for improvements. This particularly includes works to junctions at the Bar Hill interchange, within Swavesey, and where the A1307 crosses Oakington Road and Dry Drayton Road. These improvements and the SARE will cater for the expected traffic levels from the whole of Northstowe, although it is hoped that the CGB and the St Ives Greenway, and the increased use of electric bikes will ensure that car use is on the lower side of the possible range.

The Full transport heads of terms as agreed with Homes England are detailed below in Appendix A.

Appendix A – S106 Heads of Terms and Conditions

No	Scheme	Delivery Mechanism	Trigger	Details	Benefits	Cost
1	Traffic Monitoring equipment, purchase, installation and maintenance until 2038	S106 Contribution	Triggers payment of £50,000 from phase 3B prior to 2028 and payment of £100,000 from phase 3A prior to 2034.	To monitor traffic around the Northstowe on the surrounding road network. Phase 1 funding goes to 2023 and Phase 2 funding goes to 2030. To seek funding between 2030 and 2038.	To be able to monitor traffic levels up to completion of Northstowe in the surrounding area.	£150,000
2	Oakington to Girton Cycle Route	S106 Contribution	Prior to first occupation	To enable the construction of a wider shared footway and cycleway on Cambridge Road between its junction with New Road and Oakington village.	Phase 1 between Girton and New Road has been funded by Phase 2. To provide a continuous link between Oakington village and Girton village.	£200,000
3	Cambridge Greater Partnership St Ives to Cambridge Greenway	S106 Contribution	In Phase 3A 50% payment prior to occupation of 1,000 dwellings, and the remaining 50% prior to occupation of 2,000 dwellings Payment prior to occupation of 500	Many schemes are being progressed as part of the St Ives Greenway that provides connections between surrounding villages and Northstowe.	To enable improved connections between Northstowe and surrounding villages.	£1.78M

			dwellings in Phase 3B.			
4	Improvements to Public Rights of Ways (PROWs)	S106 Contribution	Prior to first occupation	Works to create new PROWs where needed to create a network of circular walks of varying distances accessible from Northstowe. Covers creation orders, land purchase, surface improvements to existing routes, and provision of any other associated infrastructure like bridges, gates, signage and maps.	Continue to enhance the PROW network around Northstowe, building on the previous investment in the area. Details to be determined through the technical work, but are likely to focus on routes within Oakington and Swavesey, Parish where there is potential to create some PROWs that provides circular routes near to Northstowe.	£260,000
5	Cambridge Guided busway	S106 Contribution	Payments every 900 dwellings in Phase 3A, across four payments: 900 dwellings; 1,800 dwellings; 2,700 dwellings and 3,600 dwellings. Payments every	Northstowe has been allocated an overall contribution of £14M (plus indexation) from July 2015 at the PWLB rate. £7M has been contributed from Phases 1 and 2.	Towards the capital cost of the CGB.	S106 contribution of: £7,873,438 for Northstowe Phase 3A £1,968,359 for Northstowe Phase 3B.

			500 dwellings in Phase 3B.			
6	Local Bus Service Pump Priming	S106 Contribution	Triggers; 25% prior to occupation of first dwelling in phase followed by annual payments of 25% for three more years unless agreed otherwise.	S106 contribution funding to support local bus service provision for phases 3A and 3B will be required. Pump priming until services are self-funding.	To ensure that local bus services can serve Phase 3. Route and scenario planning will need to be undertaken.	£800,000
9	On Site Bus Stops	S106 Contribution	Should bus shelters be transferred to Northstowe Town Council in the future.	Provision of and maintenance cost for up to 16 bus stop shelters (8 pairs) within the Development in location to be approved as part of relevant Reserved Matters. Assumption that this is to be done by a future Town Council.	Encourages more public transport use	£20,000 per pair. £160,000
7	Junction improvement schemes	S106	To be determined for each location	Junction improvement works to: Phase 3B access / B1050; B1050 / Stirling Way; Dry Drayton Road / A1307;	To ensure any impacts on the surrounding road network relating to Northstowe phase 3 are mitigated.	Direct delivery

				Buckingway Road / Ramper Road Cambridge Road / New Road; A1307 / Bar Hill Access Loop Bar Hill Interchange		
8	Village Traffic Calming Schemes	S106 Contribution	Payment prior to occupation of 500 dwellings in each phase.	Core villages of Willingham, Swavesey, Oakington, Girton and Dry Drayton. The remaining villages of Longstanton, Over, Rampton, Cottenham, Fen Drayton, and Histon and Impington would be eligible for funding for traffic calming	Traffic calming in surrounding villages to Northstowe. Locations and schemes to be determined with Parish Councils by CCC.	£900,000 Total. Core Village Traffic Scheme Design cost cap of £500,000 + £500,000 for core village schemes and £350,000 for the remaining 7 villages
	Transport Enhancement Fund	S106 Contribution	50% of contribution prior to occupation of 100 dwellings, and remainder prior to occupation of 1,000 dwellings in Phase 3B.	This funding is to address any issues that arise post application that have not been dealt with within the application itself. This pot could also include	To deal with emerging issues, identified through the local monitoring (of Non- Motorised User connectivity, Travel Planning, traffic, modal usage,	£200,000

				Travel Planning measures that are over and above the standard bus or cycle discounts that would be within the Travel Plan, and towards other measures that achieve a greater modal shift to public transport or cycling.	routing, parking etc).	
	Bus Link Road construction, camera enforcement	S106 Contribution	50% of contribution prior to occupation of 100 dwellings, and remainder prior to occupation of 1,000 dwellings in Phase 3B.	This funding is to address a funding shortfall needed to complete this link and provision of camera enforcement along bus only road within Northstowe	Scheme is located between Longstanton Park and Ride and Phase 1. Is awaiting construction.	£200,000
	Electric Bike Hire and other sustainable vehicle hire	S106 Contribution	Phasing in line with delivering of Local Centre.	To enable a hire scheme to operate in Northstowe	To encourage uptake of cycling and other transport initiatives.	£50,000
	SARE to Oakington Cycle Route	Condition	Construction of SARE	2.5m wide shared footway / cycleway on north side of Dry Drayton Road between the SARE and the existing footway.	To provide a continuous link between Oakington village and the SARE.	Developer Cost

	Provision of a perimeter bridleway around Phases 3A and 3B	Condition	As each phase is developed	To ensure that there is a continuation of the perimeter bridleway around Northstowe that includes both phases 3A and 3B	The provision of a formal leisure route that is a circuit of the whole town. This route will also provide connections to other leisure routes around the town.	Developer Cost
	That each parcel connects to the surrounding walking and cycle routes.	Condition	As each parcel is developed	To ensure connectivity within Northstowe to key walking and cycling routes	The provision of linkages within parcels to key routes	Developer cost
	Travel Plan	Condition	Prior to occupation	To ensure that Phase 3 residents have access to a thorough Travel Plan	To reduce the car journeys to and from Northstowe	Developer cost
	SARE and junction mitigation	Condition	Prior to construction	Not to construct the SARE or any of the junction mitigation schemes unless the designs have been fully agreed by CCC. Works to be constructed by the applicant as part of a S278 agreement.	To ensure that all of the highway works are fully approved by CCC	Developer cost
	That there is a separate construction access route	Condition	Prior to construction	That there is a separate construction access route to	To ensure that all roads and pathways can be fully constructed	Developer cost

				roads within the development.	including cyclepaths. To ensure that residents are able to use the cycle network from occupation	
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North East Cambridge Area – Transport Approach

To: Environment and Green Investment Committee

Meeting Date: 16 September 2021

From: Steve Cox; Executive Director - Place and Economy

Electoral division(s): Chesterton East, Kings Hedges

Key decision: No

Forward Plan ref: n/a

Outcome: The Committee is being asked to approve the County Council's approach to the assessment and consideration of traffic and transport impacts associated with proposed development within the North East Cambridge (NEC) Area Action Plan (AAP) area. Subject to this approval, the anticipated outcome is to allow officers to provide a consistent technical approach to assessing transport implications for all developments in this area.

Recommendation: It is recommended that the Committee:

Approves the approach to the assessment and consideration of traffic and transport impacts, and the associated transport position as set out within the paper (2.4)

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1. Background

- 1.1 The Greater Cambridge Shared Planning Team (made up of South Cambridgeshire District Council (SCDC) and Cambridge City Council (CCC)) are preparing an Area Action Plan (AAP) for North East Cambridge (NEC), which will form part of the statutory development plan. The County Council is supporting this work.
- 1.2 The area proposed to be covered by the AAP is shown in Appendix A. It includes land to the east of Milton Road in Cambridge – the area bounded by the A14, the railway and extending south to the Nuffield Road industrial area - and the west of Milton Road, including Cambridge Science Park (CSP) and Cambridge Regional College (CRC).
- 1.3 The area east of Milton Road is one of the last remaining significant brownfield sites in Greater Cambridge, extending to almost a square kilometre. Policy 15 of the Cambridge Local Plan, and Policy SS/4 of the South Cambridgeshire Local Plan, allocates the area for high quality mixed-use development, primarily for employment uses (such as office/research) as well as a range of supporting commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).
- 1.4 The local plans do not specify the amount of development, site capacities, or timescales for development, deferring such matters to the preparation of the joint AAP.
- 1.5 Since the local plans were adopted the City Council has secured funding, through the Housing Infrastructure Fund (HIF), to assist with the relocation of the Anglian Water Waste Water Treatment Plant (WWTP) off site. The vacated WWTP site together with land around Cambridge North station, Cambridge Business Park, St John's Innovation Park, Cambridge Science Park and other land, will, in accordance with development plan policy, provide the opportunity for the creation of a new city district which can make a significant contribution to the future housing and employment needs of Greater Cambridge.
- 1.6 The County Council Transport teams have been assisting the councils in the preparation of the aforementioned AAP, aiding understanding of the potential transport impacts, including the commissioning of further transport evidence and conveying the findings and implications of this to interested parties. Following consultation on a preferred option draft of the AAP from 27 July to 5 October 2020, the pre-submission document is being prepared for reporting to both authorities later in the year.
- 1.7 In the meantime, however, proposals are being promoted through planning applications by some landowners for expansion, intensification, and consolidation of some of the sites across the NEC area. Responses to the AAP consultation from communities have already raised concerns about the transport implications arising from the AAP vision. These emerging proposals are, in some cases, significant in scale and have the potential to impact upon the already challenging traffic conditions in the area. These proposals, if treated in a piecemeal way, will harm the delivery of the AAP vision and objectives.

2 Main Issues

Transport Issues

- 2.1 The Ely-Cambridge Transport Study Preliminary Strategic Outline Business Case, which concluded in January 2018, specifically considered this area and made a number of recommendations which included:
- Providing a form and mix of development that enables access to many services and facilities by residents, workers, and visitors to be made locally or without the need to travel by car;
 - Provision of significantly lower levels of car parking than has been traditionally provided, particularly for employment;
 - A policy of demand and parking management for developments in the area;
 - A move away from the traditional approach of predicting the level of unrestrained trip generation and then providing highway capacity mitigation to accommodate the predicted level of trip making; and
 - A move towards a vehicular trip budget for the A10 Corridor and NEC area which will help to control the number of vehicular trips accessing the sites.
- 2.2 These recommendations have been investigated further through work to provide a specific transport evidence base to support the AAP (the North East Cambridge Area Action Plan Transport Evidence Base (September 2019)).

Transport Principles

- 2.3 The County Council Transport teams have set out their position in a NEC Transport Position Statement. This was reviewed and revised in February 2021 and is attached at Appendix B. Its purpose is to ensure that development proposals within the above area, that come ahead of the NEC AAP submission, do not prejudice or frustrate the delivery of the strategic transport solution or wider development aspirations of the NEC AAP area.
- 2.4 Fundamentally, the position highlights that the Highways Authority will not consider future development proposals to be acceptable unless they (i) present proposals as part of a clear area-wide transport strategy, (ii) address cumulative impacts, and (iii) accord with the following key transport principles:
- A) Future growth will need to be delivered in a way that does not add additional car trips to the network. This will require developments to come forward with significant sustainable travel enhancements, demand management measures and adherence to a strict 'trip budget' for an area. If an area shows no signs of being able to meet its trip budget, then development within an area will halt until this is resolved.
 - B) Applications within the area must seek to reduce or at worst equal current peak hour vehicle trip generation and should include measures to further reduce this over time.

- C) Applications in the area must have a significantly reduced parking allocation / ratio for employment and housing. Guidance on parking ratios is provided within the Transport Evidence Base report.
- D) Developers for an area should submit a NEC or sub area-wide Transport Strategy that demonstrates how their individual application fits into the wider masterplan for the sub area or NEC area as a whole (including reductions in overall parking provision as necessary). This approach has been used successfully in Broad Concept Masterplan areas, which require a masterplan and Transport Assessment for the whole area before individual elements can come forward.
- E) Each proposal within the AAP area should consider the impacts of cumulative development and provide effective mitigation. Development within the NEC area is required to make financial contributions towards strategic infrastructure. The total strategic contribution from the AAP developers is forecast to be circa £110 million. The final amount, and its apportionment will be determined by the development quantum proposed.
- F) Proposed development must not lead to unacceptable air quality.
- G) Developments should indicate how they will engage with and support the promotion of walking and cycling to and from key nodes – and within the area
- H) Proposals will be expected to provide for future “area wide” travel planning initiatives as part of the AAP which would seek to ensure a coordinated approach to travel planning across the whole of the site, rather than rely solely on site specific travel plans.

Controlling Development Trips

- 2.5 The transport evidence in support of the AAP has identified the importance of applying a vehicle ‘trip budget’ approach to enable growth, essentially restricting the total number of peak trips from the area and, therein the individual development sites. This precedent has been secured through the Waterbeach New Town development.
- 2.6 To achieve this, the transport evidence advocates new developments be subject to a strict trip budget which limits the number of external trips allowed to and from each site in the peak period. It is expected that development would not normally be supported if proposals exceed the trip budget, and exceedance of the trip budget would halt development.
- 2.7 The transport evidence indicates that, irrespective of the level of development, the highway network serving NEC could only support cumulative AM peak hour vehicle movements of 3,900 two-way trips (3,000 PM) from sites in the AAP area. This essentially equates to a ‘no net increase’.

- 2.8 Through the pre-application and transport assessment scoping stages of current development proposals, County Transport teams have advised that the trip budget will be proportioned amongst the sites within the NEC area in accordance with the total anticipated size of each area (current and future) in accordance with the total quantum of development identified within the Draft AAP.
- 2.9 With this level of vehicle trips, only minor changes to Milton Road accesses would be required – with no other significant off-site highway mitigation. The bulk of the mitigation would be the measures that improve the attractiveness and connectivity of other sustainable modes of travel to achieve the trip budget.

Sustainable Travel Enhancements

- 2.10 The significant sustainable travel enhancements required are set out below. These measures have been identified through the NEC Transport evidence base, although further measures to meet the trip budget will also be considered. The County Transport teams expect these measures to be included in, and enabled by, developer proposals for NEC. They view that the only way to do this effectively is to take a holistic view of the development area.

Internal	<ul style="list-style-type: none"> ○ Sustainability focused master-planning / urban realm ○ Segregated high quality and safe crossing point(s) on Milton Road (could take the form of a green bridge connecting the NEC on both sides of the road, a tunnel under the roadway, and/or other grade separated solutions) ○ Safe crossing points on the busway ○ Access/egress controls to limit access from egress to the local Highway ○ Intra-site shuttle system ○ NEC parking strategy ○ Travel Plan Measures and Travel Monitoring (including e-bikes / e-scooters, incentive programmes, transport subsidies, smartphone apps / information messaging, car sharing, home working / hot-desking culture) ○ Potential changes to development mix / quantum to reduce trip budget impact and increase internalisation levels ○ Marketing support to attract residents to the area that are more likely to use alternative travel modes other than car
Local	<ul style="list-style-type: none"> ○ New segregated public transport link from Milton Road P&R to site avoiding interaction with Milton Road and including shared pedestrian / cycling facilities ○ Additional P&R spaces at key locations, recognising that demand for these might reduce in the longer term should demand responsive feeder services be provided ○ Park and cycle opportunities at P&R locations ○ P&R shuttle system ○ Variable Message Signage (VMS) at key locations
Strategic	<ul style="list-style-type: none"> ○ Deliver a segregated mass transit link that also links to the Busway ○ Implement Milton Greater Cambridge Partnership Corridor ○ Implement A10 Greenway and wider Greenway network ○ Implement Chisholm Trail

- Rail frequency uplifts (NR – Ely Junction works required)
- Additional public transport services (including buses and rail but, in the medium term, taking advantage of the benefits that future forms of mobility and rapid transport will bring)
- Delivery of already planned cycle improvements including the Waterbeach Greenway and the Chisholm Trail
- Plugging gaps in the wider cycle network to enhance routes to key residential areas
- Alignment with any demand management measures that might emerge via the GCP's consideration of wider measures for Greater Cambridge.

Car Parking Management

- 2.11 Restrictive car parking will be key. A comparative exercise shows that new development needs to (and can) achieve significantly different parking ratios to the approved Local Plan in order to enable proposals to fall within the trip budget methodology:
- 1 space per 84-128 sqm of employment floorspace (or even lower where possible)
 - 0.5 spaces per dwelling (or even lower where possible, maximising opportunities for car-free dwellings)
- 2.12 For sites that already have substantial car parking provision, the approach is to require a phased reduction in parking spaces as sites are intensified and area-wide sustainable transport accessibility is achieved. To support the delivery of low parking levels, developers should also support the provision of car clubs, pool vehicles, and subsidised travel, including bike purchase schemes. Such provision will need to be set out in the area-wide and site-specific Travel Plans to be submitted with development proposals and the provisions therein secured by way of S106 Agreement.
- 2.13 To avoid displaced parking developers/authorities will need to monitor surrounding area (Chesterton East, West and South, and the King's Hedges areas to the south and Milton to the north), with measures to identify and eliminate informal parking (e.g. through contributions towards the consultation and implementation of Controlled Parking Zones).
- 2.14 Where people accessing NEC do not currently have the ability to do so using sustainable modes of travel, the approach seeks to intercept these trips on route or at the boundary of the AAP area. This includes exploring the opportunities for increasing patronage of Park & Ride sites and enhanced facilities such as cycle parking and variable messaging on the A14 and A10 approaches. For deliveries, parcel hubs should enable last green mile services.
- 2.15 Finally, the County expects the NEC road hierarchy and development layout within the existing and future development areas will enforce behavioural change, through exploring the development and use of small, edge of development car parks, rather than on-plot or on-street parking or large areas of surface car parks. Likewise, no-through routes for non-essential vehicles and lower speed limits, priority for walking and cycling, and innovative use of landscape will also improve the quality of travel

experience for non-car users and reduce the attractiveness of on plot car parking compared to more sustainable alternatives.

Physical Controls

- 2.16 If necessary, the Highway Authority, in consultation with the councils, Highways England and other stakeholders, will consider methods of physically controlling site trips, including through signalling or highways works.

Developer Financial Obligations

- 2.17 It is recognised that the growth within NEC cannot be delivered unless the area achieves a behavioural transformation. As set out above, this will be impossible without significant investment in on and off-site transport infrastructure. Developer funding will be essential to enable this.
- 2.18 Current estimates assume a sustainable area-wide package requiring circa £110 million of developer funding, subject to further modelling and the final details of the package of measures.
- 2.19 The County Council will expect all developers to contribute towards this package. As with other sites along a corridor, a formula approach will be applied to ensure costs are apportioned equitably. The inputs to the formula will inevitably need to be refined as detailed transport evidence is provided, and further details are known about the package costs.

Next Steps

- 2.20 The County Transport teams have requested through the Landowners' Forum that those developers seeking to bring forward development in this area embrace the above approach.
- 2.21 The County is supporting the development of a joint Developer Transport Strategy, which will echo the findings of the County's evidence, set out the developer growth ambitious, and their commitment to progressing in line with the principles set out. Drafting of the strategy is currently taking place, with a view to completing in Autumn 2021.
- 2.22 A pre-submission AAP document is being prepared with input from the County Council, for reporting to both district planning authorities later in 2021.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

The report sets out how the County will protect local communities from negative transport impacts, whilst supporting growth in opportunities through sustainable land use development.

3.2 A good quality of life for everyone

The report above sets out the implications for this priority in paragraphs 2.10

3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

3.4 Cambridgeshire: a well-connected, safe, clean, green environment

The report above sets out the implications for this priority in paragraphs 2.10

3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

4. Significant Implications

4.1 Resource Implications

- No direct implications, however, the approach ensures that developments in the area contribute financially to the area-wide strategic transport package, providing much needed local match capital funding.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

- There are no significant implications associated with this paper. Through note that there will be future implications as the authorities consider the delivery approach to the transport infrastructure package.

4.3 Statutory, Legal and Risk Implications

- The approach will assist the County in fulfilling its Local Highway Authority duties as a statutory planning consultee.

4.4 Equality and Diversity Implications

- There are no significant implications within this category. Access for all will form an overarching requirement of any detailed planning application assessed through the National Planning Policy Framework (NPPF).

4.5 Engagement and Communications Implications

- The Position Statement in Appendix B provides clear communication to the development sector of how the County intends to approach planning applications in the area.

4.6 Localism and Local Member Involvement

- There are no significant implications within this category.

4.7 Public Health Implications

- There are no direct implications within this category, though note that the sustainable transport infrastructure package for the AAP will ultimately support improved public health.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

~~Positive/neutral/negative~~ Status:

Explanation: This transport approach paper does not cover the spec of the buildings within the AAP, though the AAP will set expectations in this regard.

4.8.2 Implication 2: Low carbon transport.

~~Positive/neutral/negative~~ Status:

Explanation: See the measures set out in 2.10 which will be a requirement of growth in the AAP area

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

~~Positive/neutral/negative~~ Status:

Explanation: This transport approach paper does not cover these areas, though the AAP will set expectations in this regard.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

~~Positive/neutral/negative~~ Status:

Explanation: Out of the scope of this paper

4.8.5 Implication 5: Water use, availability and management:

~~Positive/neutral/negative~~ Status:

Explanation: Out of the scope of this paper

4.8.6 Implication 6: Air Pollution.

~~Positive/neutral/negative~~ Status:

Explanation: See the measures set out in 2.10 which will be a requirement of growth in the AAP area

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

~~Positive/neutral/negative~~ Status:

Explanation: Out of the scope of this paper

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 Head of Procurement? Yes

Name of Officer: Henry Swan

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes/No

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: David Allatt

Have any Public Health implications been cleared by Public Health? Yes

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been
cleared by the Climate Change Officer? Yes

Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

[The Ely-Cambridge Transport Study Preliminary Strategic Outline Business Case \(January 2018\)](#)

[North East Cambridge Area Action Plan Transport Evidence Base \(September 2019\)](#)

[Draft North East Cambridge Area Action Plan 2020](#)

Appendices

Appendix A – NEC Spatial Framework Map

Appendix B: Cambridgeshire County Council revised NEC Transport Position Statement, February 2021

APPENDIX A – NEC Spatial Framework Map



APPENDIX B – Transport Position Statement

Transport Position Statement:

Approach to planning applications on the A10 northern corridor

DATE: May 2020 (Revised February 2021)

Purpose

To outline the approach to be taken by Cambridgeshire County Council (CCC), as the Highway Authority, in the consideration of planning applications on the A10 corridor between Stretham and Cambridge. This relates particularly to the North East Cambridge (NEC) area ahead of the adoption of an Area Action Plan (AAP). This area includes Cambridge Science Park and the area between Milton Road and the River Cam to the east.

CCC has established its position to ensure that development proposals within the above area, that come ahead of the NEC AAP submission, do not prejudice or frustrate the delivery of the strategic transport solution or wider development aspirations of the NEC AAP area. Fundamentally the position highlights that:

- Future developments should (i) present proposals as part of a clear area-wide transport strategy, and (ii) accord with the key development principles set out at the end of this statement (iii) adopt an innovative approach to sustainable transport, parking and demand management, and (iv) - will be subject to a clearly defined trip budget.

These matters will be informed by the AAP transport evidence and are summarised below.

Applications that do not satisfy the above requirements will not be supported by the Highways Authority.

Background

North East Cambridge is one of the last remaining major brownfield sites in Greater Cambridge and it has long been an ambition of the local councils to take advantage of the opportunity this site affords to regenerate this part of the city and to support the continued economic success of the local economy. The Government announced in March 2019 the allocation of £227M from the Housing Infrastructure Fund for the relocation of the Water Recycling Centre.

The NEC area continues to make an important contribution to the Cambridge cluster of research and high-tech. The A10 corridor is to the north of Cambridge and suffers from peak time congestion between Ely and Cambridge. Towards Cambridge the A10 is at capacity between the A14 interchange and the Kings Hedges Road junction. This can have an impact on the surrounding network in both peaks and leads to congestion exiting the Science Park in the PM peak.

In terms of noise from the A14, an assessment that includes noise mitigation along the A14 stretching beyond the River Cam has concluded that daytime decibel levels of between 50-55dB are achieved and are acceptable for an edge of urban area in close proximity to the A14.

The on-going air quality modelling assessment indicates that traffic related air pollution is not a significant constraint to the development based on the current National Air Quality Objectives, however it is recommended that sensitive development / relevant receptors are not introduced to areas that are shown to (or are forecast to) exceed the NAQO's. Such receptors include residential dwellings, schools, hospitals and external amenity space. Average modelled concentrations range between 18-25µg/m³. With the highest levels recorded alongside the A14, Nuffield Road and Milton Road. Should the NQO of 20µg/m³ be introduced as the recently enacted Environment Bill, parts of the study area may be unsuitable for sensitive developments. The areas that are forecast to be impacted by this are as follows:

- Cambridge Science Park and area of Cambridge Regional College (in its' entirety)
- St John's Innovation Park (a portion of St John's Innovation Centre) and
- A strip of land in the southwest of the NEC area close to the Milton Road carriageway

Cambridge Guided Busway services are frequent but are overcrowded at peak times, and serve only the Northstowe to St Ives corridor. Since the opening of Cambridge North railway station in May 2017 the number of passengers using the new station has risen substantially, with half a million passengers using the station in the first year of opening. In 2018/19 this has increased to 813,000 entries and exits. The introduction of 8 carriage trains in 2020 will significantly increase rail capacity on the London to Kings Lynn corridor.

Barriers to easy pedestrian and cycle connectivity to this area include the mile distance between Cambridge North railway station and much of the Science Park, the severance impact of Milton Road, Cambridge Guided Busway, inward facing and fenced off business parks, the A14, the railway and River Cam. These will be only partly addressed through the completion of the Greater Cambridge Partnership (GCP) Milton Road corridor cycle and bus improvements, and the Chisholm Trail cycle route connection to central Cambridge, and the Waterbeach Greenway to Waterbeach.

Overall the 2011 census details that the mode share for the NEC is 71% by private car with half of employees having no viable public transport option, (90% of these people travel to the site by car). The Cambridge Science Park has made significant progress in reducing the car mode share since the 2011 census, however, the abundance of parking with few demand controls in place strengthens the link between parking and car use.

NEC Planning policy

The North East Cambridge area is mostly made up of land to the east of Milton Road and the Cambridge Science Park to the west. The planning policies for NEC are set out in both Cambridge and South Cambridgeshire Local Plans (2018) as a high quality mixed use employment-led development with a range of supporting uses. The Local Plans state that appropriate proposals for employment development and redevelopment on Cambridge Science Park will be supported, where they enable the continued development of the Cambridge Cluster of high technology research and development companies. Proposed development within NEC will also be required to reflect guidance set out in the Sustainable Design and Construction SPD 2020.

The boundary of the new NEC area, along with the amount of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the area.

SCDC and Cambridge City Council have approved a Greater Cambridge Local Development Scheme (LDS) setting out a programme for the development of an Area Action Plan (AAP) that covers NEC. It is envisaged the preparation of the Proposed Submission AAP will be completed by summer/autumn 2021 but consultation would be delayed until the successful completion of

the Development Consent Order (DCO) process into the relocation of the Anglian Water Waste Water Treatment Plant (WWTP), because of the need at Examination to be able to demonstrate that the development proposed on the site could be delivered. The Proposed Submission AAP is likely to be published in Autumn/Winter 2023, and then be Submitted for Examination in Spring 2024.

It is worth noting Cambridgeshire and Peterborough Mineral and Waste Local Plan contains a number of policies that concern parts of NEC. These include the safeguarding of two rail heads for the transportation of materials into the county. Both the rail heads and the HGV movements onto Milton Road to access the wider highway network, need to be accommodated as part of future development of the site. Development adjoining or near to the rail heads needs to be suitable so not to prejudice this land use. (Note, The Minerals and Waste Local Plan is currently being updated. The rail heads are proposed to be retained.)

Transport issues

The NEC area is complex with a variety of developer interests, all with aspirations for developing their sites. The Ely-Cambridge Transport Study Preliminary Strategic Outline Business Case, which concluded in January 2018 specifically considered this area and made a number of recommendations which included:

- Providing a form and mix of development that enables access to many services and facilities by residents, workers and visitors to be made locally or without the need to travel by car.
- Provision of significantly lower levels of car parking than has been traditionally provided, particularly for employment;
- A policy of demand and parking management for developments in the area;
- A move away from the traditional approach of predicting the level of unrestrained trip generation and then providing highway capacity mitigation to accommodate the predicted level of trip making; and
- A move towards a vehicular trip budget for the A10 Corridor and NEC area which will help to control the number of vehicular trips accessing the sites.

These recommendations have been investigated further through work to provide a specific transport evidence base to support the AAP. This report is titled North East Cambridge Area Action Plan Transport Evidence Base (September 2019). This report examined several future growth scenarios which are summarised in the table below.

	Existing	HIF Scenario	Option1	Option 2	Option3	Option 4
Jobs	12,000	18,900	18,200	23,200	27,000	23,200
Dwellings	n/a	9,200	5,500	6,650	7,600	8,700

Trip Generation and Trip Budget

It is clear that the only way that the comprehensive and sustainable delivery of the AAP can be achieved is if sites **significantly reduce their vehicle trip generation, below current levels.**

To achieve this, developers will be subject to a strict trip budget which will limit the number of external trips allowed to and from each site. Development will not be permitted if proposals exceed the trip budget, and exceedance of the trip budget would halt development. **This trip**

budget accords with baseline movements to ensure that new development does not produce a net-vehicle increase.

The vehicle trip budget for the NEC area, to ensure a no-net increase on the baseline is:

- **AM Peak: 3,900 two-way trips**
- **PM Peak: 3,000 two-way trips**

Of the AM budget the inbound employment based trips are 2,882 with most of these inbound and 1,018 residential with most of these outbound.

The trip budget will be proportioned amongst the NEC area in accordance with the total anticipated size of each area (current and future). Vehicle flows will require monitoring for each area against the trip budget.

With the exception of relatively minor highway works at Milton Road accesses the scenario above does not require major highway mitigation. To achieve the above there will need to be significant investment in enhancing the sustainable travel options.

Parking

As the transport evidence shows, this significant new urban quarter cannot be sustained with a 'traditional' approach to trip generation and parking. We have therefore adopted an innovative approach to accommodate the scale of development desired by the landowners. This will require a significantly restrictive and carefully managed approach to car parking.

The Evidence Base report indicates that, in order to comply with the trip budget, when fully built out the area should not provide total employment parking in excess of 4,185 spaces (or **4,800** spaces when accounting for the 85% utilisation rate).

The total parking budget will be proportioned amongst the NEC area in accordance with the total anticipated size of each area (current and future).

The Evidence Base report includes an overall parking standard for the area as a range, which is dependent upon the growth scenarios. **It is essential that (i) each of the existing areas significantly reduce their existing parking allocation / occupancy and (ii) areas of growth take a restrictive approach to car parking, in order to achieve the AAP growth objectives.**

Cumulative Development

Each area within the AAP should demonstrate how it will fulfil the wider ambition of the AAP masterplan in terms of movement and connectivity. This will need to be demonstrated through masterplans of each development area, to enable the wider masterplan for the AAP area.

The NEC AAP Transport Evidence Base report of September 2019 details a comprehensive list of internal, local, and strategic transport interventions. These are presented in Table 55 of this report and have been identified as they would help to support the delivery of the ambitious mixes of development under consideration for the area. Development within the NEC area is required to make financial contributions towards this infrastructure.

The total strategic contribution from the AAP developers is forecast to be £110 million. The final amount will be dependent upon the transport schemes and costs as they are progressed. The apportionment will be determined by the development quantum proposed.

Development Principles

The following development principles will guide our assessment of the transport implications future planning applications within the NEC AAP area.

- **1:** Highway capacity is 'maxed-out', so any future growth will need to be delivered in a way that does not add additional car trips to the network. This will require developments to come forward with significant sustainable travel enhancements, demand management measures and adherence to a strict 'trip budget' for an area. If an area shows no signs of being able to meet its trip budget then development within an area will halt until this is resolved.
- **2:** Applications within the area must seek to reduce or at worst equal current peak hour vehicle trip generation and should include measures to further reduce this over time.
- **3:** Applications in the area must have a significantly reduced parking allocation / ratio for employment and housing. Guidance on parking ratios is provided within the Transport Evidence Base report.
- **4:** Developers for an area should submit a NEC or sub area-wide Transport Strategy that demonstrates how their individual application fits into the wider masterplan for the sub area or NEC area as a whole (including reductions in overall parking provision as necessary). This approach has been used successfully in Broad Concept Masterplan areas, which require a masterplan and Transport Assessment for the whole area before individual elements can come forward.
- Each proposal within the AAP area should consider the impacts of **cumulative development** and provide effective mitigation. Development within the NEC area is required to make **financial contributions** towards strategic infrastructure.
 - The total strategic contribution from the AAP developers is forecast to be **£110 million**. The final amount, and its apportionment will be determined by the development quantum proposed.
- **5:** Proposed development must not lead to unacceptable air quality

Proposals that fail to comply with the above principles will not be supported by the Highway Authority.

Community Flood Action programme – Riparian Maintenance Fund

To: Environment and Green Investment Committee

Meeting Date: 16 September 2021

From: Steve Cox; Executive Director – Place and Economy

Electoral division(s): All

Key decision: No

Forward Plan ref: n/a

Outcome: To agree the situations in which funding will be spent on / given to riparian owners to undertake one-off recovery/remedial works on privately owned watercourses.

Recommendation: The Environment and Green Investment Committee is asked to approve the recommended approach for riparian maintenance funding.

Officer contact:

Name: Hilary Ellis
Post: Acting Flood Risk & Biodiversity Business Manager
Email: hilary.ellis@cambridgeshire.gov.uk
Tel: 07500063286

Member contacts:

Names: Councillors Lorna Dupre & Nick Gay
Post: Chair/Vice-Chair
Email: lorna.dupre@cambridgeshire.gov.uk; nick.gay@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

Recent Flooding

- 1.1 Cambridgeshire experienced flooding to a great many properties over winter 2020/21. Over 300 homes were flooded internally, along with numerous commercial properties and some municipal buildings. Road and garden flooding was also widespread throughout the county.
- 1.2 The county experienced flooding from Main Rivers and from Surface Water. The Council's duties relating to Flood Risk can be divided into the following types: surface water runoff, ordinary watercourses and groundwater however, this programme will, where possible, cover all types of flood risks to ensure a more comprehensive approach for communities.
 - a. The principal source of flooding in winter 2020/21 was the prolonged rainfall and saturated soils experienced during December and January. This resulted in:
 - a number of heavy downpours causing direct flooding plus surcharging of road drainage which then overtopped the road in many cases
 - a significant overall increase in the amount of water in the environment, leading to significantly increased groundwater levels and greater infiltration of surface water into the foul sewers

These other factors will also have had an impact on the depth of flooding across the county:

- b. A lack of ordinary watercourse maintenance around the county, causing issues like trash screens being blocked with litter which holds water back and causes overtopping of watercourses.
- c. Gradually reducing highway maintenance in line with budget cuts leading to some road gullies being blocked by silt or tree roots
- d. Infiltration of surface water into the foul system around manholes, residential misconconnections, the lifting of foul manholes during flooding, and developments connections allowed under the Water Industry Act; these will all have inadvertently increased the risk of foul flooding as large volumes of rainwater will overwhelm the capacity of the foul sewers.

Riparian Watercourses and Maintenance

- 1.3 There are hundreds of watercourses in Cambridgeshire, **all** of which will have a responsible riparian owner. This is the landowner whose land the watercourse is either in, or neighbours. This concept is well recognised in law with many solicitors producing information online about it, but it is still not common knowledge among communities. This results in many not being aware of their responsibilities and/or trying to deny them. Some landowners are aware but struggle to take on the maintenance that is required to protect their downstream neighbours from flooding.

In addition to having a responsible riparian owner, a few types of watercourses have an additional public body who has been given powers or duties to carry out certain types of maintenance. The responsibilities of the riparian owner **do** still apply even where another body also has a role, for example:

- a. Main Rivers - the EA (Environment Agency) have a power (not a duty) to maintain the watercourse for flood risk management purposes, which means they will prioritise which Main Rivers most need major works or maintenance and carry out those. Otherwise maintenance such as minor river obstructions, bank stabilisation or works

related to water quality and habitat would fall to the neighbouring landowner. The EA's powers, however, do mean that the resident would need permission from the EA to carry out the works. Likewise if the EA wishes to carry out works outside of its standard flood remit, it will request the permission of the landowners

b. Awarded Watercourses – A number of watercourses in the county have been specifically awarded to relevant parties because the risk was deemed great enough to instil a specific legal duty for maintenance on that party. In many (but not all) cases the watercourse is awarded to the District Council who retained their powers to maintain and do works on ordinary watercourses when the Flood and Water Management Act 2010 was enacted. As with Main Rivers regular vegetation clearance, bank stability is still the responsibility of the riparian owner but it is best for residents in this situation to get in contact with the District Council to understand when the local authority maintenance takes place and to agree the best approach.

- 1.4 The County Council only has duties to manage watercourses where it is the riparian landowner, i.e., where our Estates Team own land in an area, or if a drain has been built specifically to drain the highway and has been adopted accordingly as a highway asset.

Full Council Funding

- 1.5 In March 2021 funding was approved by Full Council for the use of improving resilience in communities across Cambridgeshire. This programme has been named the Community Flood Action programme and the subject of this paper forms one part of the programme.

2. Main Issues

- 2.1 Our main goal is to reduce flood risk, and although the County Council has powers to enforce watercourse maintenance and management by riparian owners, this is not always the most efficient way to achieve this goal. There may be situations where riparian owners are unable to carry out their riparian duties for several reasons where enforcement is not the answer. For example, riparian owners may not have the financial means to fund the works, and they may also be unable to carry out the works safely themselves. In addition, enforcement can also be an extremely costly procedure in terms of staff time and legal fees.

By offering funding for such maintenance there are additional benefits other than just reduced flood risk. These include an increase in community awareness of flood risk, the ability for us to encourage communities to prepare a flood plan with funding as an incentive, the ability to encourage greater ecological benefit as a result of the works, and better thought out long-term plans for proposed works taking into account climate change (i.e. not just the bare minimum).

As a result, we are proposing to offer funding to those who are unable to undertake riparian maintenance themselves. Where landowners cannot be identified (either by communities or the County Council), local flood groups or Parish Councils will be encouraged to apply for funding for riparian maintenance activities they can deliver themselves.

Applications for funding will be assessed on the following criteria:

- How does the proposed maintenance activities address recognised flood issues?
- Do the proposed works have strong community support?
- Do the works demonstrate value for money?
- How will the works realise benefits to your local community?

Successful applications will be able to demonstrate the following criteria:

- The works will alleviate a recognised flood risk
- There is an established Community Flood Action Group in the area

The project will include one of the following elements in its technical scope:

- Increases drainage capacity of existing infrastructure
- Makes material improvements to existing infrastructure
- Provides ecological benefit

Each application will require the support of their local County Councillor and all applications that achieve a score of 65 or greater as per the Project Evaluation Scorecard below will be considered.

Project Evaluation Scorecard

		Score for section
Section 1: Property protected	51+ Residential properties	10
Select most appropriate	21-50 Residential properties	9
Use historic flood events to determine answer	11-20 Residential properties	8
	6-10 Residential properties	7
	1-5 Residential properties	6
	Public highways	5
	Public amenities	4
	Commercial premises	2
	Private access	1
Section 1 Total Score:		
Section 2: Community impact	Volunteer working	5
Select those that apply	Match funding	3
	Provision of services to community	2
	Developing a stronger community	5
	Commitment from the community to deliver the project including further maintenance	10
Section 2 Total Score:		
Section 3: Cost of project	<£5k	10
Select most appropriate banding	£5k - £7.5k	9
	£7.5k - £10k	8
	£10k - £20k	7
	£20k - £30k	6
	£30k - £40k	5
	£40k - £50k	4
	£50k - £60k	3
	>£61k	2
Section 3 Total Score:		
Section 4: Previous Flood Funding	<£2k	10
Select most appropriate banding	£2k - £5k	9

Funding relating to flooding already granted by CCC in the parish	£5k - £7.5k	8
	£7.5k - £10k	7
	£10k - £20k	6
	£20k - £30k	5
	£30k - £40k	4
	£40k - £50k	3
	£50k - £60k	2
	>£61k	1
Section 4 Total Score:		

Section 5: Technical evaluation		
Drainage strategy and maintenance	Project is likely to deliver local benefit	5
Select those that apply	Project addresses recognised flood risk	5
Technical scope meets the following elements	Scope proportional to desired outcomes	5
Select those that apply (minimum 1 to be eligible for funding)	Costs represent accepted value for money	5
	Project unlikely to cause domino issues	5
	Project provides ecological benefit	5
	Project makes material improvements to existing infrastructure	5
	Project increases drainage capacity of existing infrastructure	5
	Project likely to provide ongoing benefits	5
Section 5 Total Score:		

Total score for project: /100

2.2 Further to the above, certain applications for funding will be given special consideration to ensure that smaller, more rural, and more isolated communities or residents are not excluded. In these situations we will encourage community representatives and/or residents to contact the Flood and Water Team to discuss their situation. In this situation we may need to employ means testing to confirm that applications are not fraudulent and to ensure that applicants are financially unable to have the works carried out on their behalf. Given that the works are likely to vary in cost, this will need to be assessed on a case-by-case basis. An option would be to bring such applications to the Environment & Green Investment Committee for approval.

2.3 In order to ensure the funding is spent in line with the agreed works, a similar model to the Grant Agreements issued under Section 17 of the Ancient Monuments & Archaeological Areas Act 1979 will be used.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

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

- The riparian maintenance criteria set out above encourages communities to work well together to identify risks in their local area.

3.2 A good quality of life for everyone

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

- The riparian maintenance programme will help communities understand and take local action to maintain their assets which in turn will reduce their risk but increase their preparedness to flooding
- Enhanced maintenance of watercourses should help to reduce flooding to homes and therefore improve quality of life

3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority

3.4 Cambridgeshire: a well-connected, safe, clean, green environment

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

- Working with communities to ensure key watercourses are maintained appropriately should help to reduce flooding to homes therefore creating a safer environment

3.5 Protecting and caring for those who need us

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

- It is recognised that not all riparian owners are able to maintain their own watercourses for a variety of reasons. Providing funding as a one-off to maintain their watercourses will bring them back to a state where they are far easier to maintain in the future, placing less burden on those owners.

4. Significant Implications

4.1 Resource Implications

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

- The resource implications are contained within the body of the report and have already been agreed as part of the Full Council budget decision. The grants will only be given to the total amount of funding available.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

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

- Procurement rules will be followed for the procurement of contractors to work on the delivery of the program's outputs. There are therefore no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

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

- There is a risk that the decision over whether or not to award funding is challenged by applicants who are unsuccessful. If approved, the criteria in this paper will provide robust justification for allocation of funding in most cases.
- Works will be carried out by communities and there may be a risk of injury or inadvertent increase in flood risk if works are not properly planned. We will seek legal advice to ensure CCC cannot be held accountable in any way for works undertaken by communities using the funding provided by CCC.

4.4 Equality and Diversity Implications

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

- The report above sets out details of significant implications in paragraph 2.2

4.5 Engagement and Communications Implications

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

- Appropriate public communication of the policy for riparian asset maintenance funding will be required. This will be worked through with the Communications team.

4.6 Localism and Local Member Involvement

There are no significant implications within this category.

4.7 Public Health Implications

There are no significant implications within this category.

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: No works are proposed to buildings as part of this programme

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Neutral

Explanation: No works involve transport as part of this programme

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/neutral/negative Status: Positive

Explanation: Improved maintenance of watercourses can increase the usability of the open spaces they pass through.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: No works involve waste management or plastic pollution

4.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Positive

Explanation: Improved maintenance of watercourses allows water to be managed more appropriately to reduce flood risk to both properties and land.

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Neutral

Explanation: No works will affect air pollution

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive/neutral/negative Status: Positive

Explanation: Improved watercourse maintenance will provide better management of water and reduce the risk of flooding to properties and infrastructure. The reduced risk of flooding in turn reduces the burden on our response teams such as highways and emergency planning who will be called out less frequently to deal with flooded roads. The purpose of the funding is to assist those who are unable to undertake works themselves, such as vulnerable individuals.

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: Henry Swan

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: Amy Brown

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: Amanda Rose

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: Emma Fitch

Have any Public Health implications been cleared by Public Health? Yes

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by Not key decision

Name of Officer:

5. Source documents guidance

5.1 Source documents

None

Anglian Water Cambridge Waste Water Treatment Plant Relocation Project

To: Environment and Green Investment Committee

Meeting Date: 16th September 2021

From: Steve Cox, Executive Director, Place & Economy

Electoral division(s): Waterbeach and Kings Hedges

Key decision: No

Forward Plan ref: n/a

Outcome: To seek delegated powers for officers, where there is insufficient time to take the item to Committee, to ensure that the Nationally Significant Infrastructure Project (NSIP) timescales can be met, thus allowing our submissions to be given full weight by the Planning Inspectorate (PINS) in the determination process.

Recommendation: It is recommended that:

- a) The Committee endorse the proposed officer technical response to Anglian Water's statutory consultation for the Cambridge Waste Water Treatment Plant Relocation Project, set out in Appendix 3;
- b) The Executive Director: Place and Economy on behalf of Cambridgeshire County Council be delegated authority to submit NSIP related responses in regard to the Cambridge Waste Water Treatment Plant Relocation Project, to the Planning Inspectorate on behalf of Cambridgeshire County Council and its regulatory functions, in consultation with the Chair or Vice Chair of the Environment and Green Investment Committee, only on occasions where there is not enough time for a report to be delivered to the Environment and Green Investment Committee; and
- c) Where delegated powers are used, circulate the draft response to Local Members and members of the Environment and Green Investment Committee ahead of sign off and submission to the Planning Inspectorate.

Officer contact:

Name: David Carford

Post: Project Manager

Email: David.carford@cambridgeshire.gov.uk

Tel: 01223 699864

Member contacts:

Names: Cllr. Lorna Dupre, Cllr. Nick Gay

Post: Chair/Vice-Chair

Email: lorna@lornadupre.org.uk / Nick.Gay@cambridgeshire.gov.uk

Tel: 01223 706398

1. Background

- 1.1 Anglian Water are proposing to relocate the Waste Water Treatment Plant currently on Cowley Road, Cambridge, to the north of the A14 south of Horningsea. The proposed development is considered to be a nationally significant infrastructure project (NSIP). In line with section 37 of the 2008 Planning Act (as amended); this will require an application to be submitted for a Development Consent Order (DCO).
- 1.2 As an NSIP application (for which a DCO is required) the proposed relocation of the Waste Water Treatment Plant will not be determined by the County Council as the Waste Planning Authority. Responsibility for accepting and examining the NSIP applications rests with the Secretary of State (for Environment, Food and Rural Affairs). The Planning Inspectorate carries out certain functions related to national infrastructure planning on behalf of the Secretary of State.
- 1.3 The County Council has a distinct role in this process alongside Greater Cambridge Shared Planning. Officers have engaged in providing pre application advice from key specialist teams in the authorities, including from officers acting as the Council's Highway Authority and Lead Local Flood Authority.
- 1.4 Local Authorities are statutory consultees in their own right for any proposed NSIP within their area. Cambridgeshire County Council is a statutory consultee in the NSIP process. The role of the authorities is not to pass judgement on the merits of the application, but to scrutinise the applicant's assessment of the NSIP application, offer technical advice as part of the consultation process and ensure that adequate public consultation is carried out.
- 1.5 Whilst the NSIP legislation does not specify any differences between 'host' planning authorities, in their role as statutory consultees, there is an understanding or assumption, set out in common practice, that if permission is granted by the Secretary of State the requirements (or effectively planning conditions) in the DCO are discharged, monitored and enforced by the Council(s) that would normally be the determining authority i.e. for this project within Cambridgeshire the County Council. However, as this project links into the regeneration of North East Cambridge, officers have agreed in principle that GCSP will take the lead, with the Waste Planning Authority acting as a consultee. In addition, in the event of a non-material or material changes to the proposal the decision making powers are still retained by the Secretary of State.
- 1.6 As an NSIP proposal, Anglian Water has to date undertaken two public consultations with the general public, 'host' authorities, and other key stakeholders to help inform their proposal. One non-statutory in Summer 2020, and one statutory held this summer. A third and final statutory consultation is planned in 2022 prior to the submission of the application to the Planning Inspectorate (PINS). Impacts in relation to the Coronavirus have been considered by Anglian Water and are discussed further in paragraph 4.3 of this report.
- 1.7 The officer technical response to the recent statutory consultation held July - August 2021 is enclosed in appendix 3. The committee is invited as part of this paper to endorse this response, (recommendation c). Anglian Water are aware this committee will be endorsing the officer technical response and will accept any additional comments this committee may wish to make

- 1.8 Appendix 1 sets out the six stages involved with a NSIP application and Appendix 2 clarifies the role of the local authority at each of the stages (excluding the decision). PINS guidance is clear that a local authority and the local community are consultees in their own right. Whilst local authorities should have regard to what the community is saying, it is not intended that they necessarily adopt all of those views put to them. In this context, local authorities in particular must conduct themselves in line with the National Policy Statements and the relevant guidance.
- 1.9 Paragraph 6.2 of the PINS Advice Note two: The role of local authorities in the development consent process, states that “Local authorities should engage proactively with a developer even if they disagree with the proposal in principle. It is important to recognise that a local authority is not the decision maker but will want to contribute towards the development of the emerging proposals with the benefit of their detailed local knowledge. Local authorities are not undermining any ‘in principle’ objections to a scheme by engaging with a developer at the pre-application stage.”
- 1.10 If recommendations a) and b) within this paper are approved, the outcome will be that officers will have the ability to use delegated powers to ensure that consultation timescales set by national legislation are able to be met, where there is not sufficient time for a committee decision to be taken. *Where such delegation is sought via the Chair and Vice Chair of the Environment and Green investment Committee, officers will circulate the draft response to Local Members and members of the Environment and Green Investment Committee ahead of sign off and submission to the Planning Inspectorate.*

2. The Proposal

- 2.1 Anglian Water are proposing to relocate the Cambridge Waste Water Treatment Plant. The new low carbon facility will recycle water and nutrients, and produce green energy. In the summer of 2020 Anglian Water ran a public consultation on 3 shortlisted sites. In January this year Anglian Water announced their preferred site, north of junction 34 of the A14.
- 2.2 The relocation of the Waste Water Treatment Works from Cowley Road enables the redevelopment of the wider area referred to as North East Cambridge delivering circa 8,000 homes and 20,000 jobs. The Greater Cambridge Planning Service are in the process of drafting an Area Action Plan to guide development in the area over the next 20 years. Consultations with the public have been held, the most recent being last Summer (2020). The Environment and Sustainability Committee approved the Cambridgeshire County Council response to the consultation on 17th September 2020.
- 2.3 The new facility is proposed to be operationally net zero and Anglian Water are seeking to reduce “capital” or “embedded” carbon during the construction phase. Within the consultation material Anglian Water states... “The opportunity to condense the footprint of the site, combined with new efficient treatment processes and harnessing renewable energy generation on site, will reduce the overall energy consumed. This smaller facility area and the compact design, alongside the site’s shorter distance to return treated water to the River Cam, reducing overall lifetime carbon emissions compared to the current facility.”
- 2.4 Anglian Water’s proposals include establishing new habitats for wildlife, creating improved access to the Cambridgeshire countryside connecting to existing footpaths and access routes. There are extensive landscape proposals to mitigate the visual impact and a

discovery centre offering education opportunities included as part of the facility.

3. Planning Policy

- 3.1 The policy framework for determining an NSIP application is set out in Section 104 of the Planning Act 2008 (as amended), set out below:

In deciding the application the Secretary of State must have regard to:

- a) any national policy statement which has effect in relation to development of the description to which the application relates (a “relevant national policy statement”);
 - b) the appropriate marine policy documents (if any), determined in accordance with section 59 of the Marine and Coastal Access Act 2009;
 - c) any local impact report (within the meaning given by section 60(3)) submitted to the Secretary of State before the deadline specified in a notice under section 60(2);
 - d) any matters prescribed in relation to development of the description to which the application relates; and
 - e) any other matters which the Secretary of State thinks are both important and relevant to the Secretary of State’s decision.
- 3.2 The relevant documents in relation to this application from the Cambridgeshire perspective are the Cambridgeshire and Peterborough Minerals and Waste Local Plan (July 2021); the South Cambridgeshire District Council and Cambridge City Council Local Plans (2018); and any Local Impact Report submitted during the Examination. The National Planning Policy Framework (NPPF) 2019 is also a material consideration.

4. NSIP Pre-Application Process

- 4.1 As this report has been brought to the Environment and Green Investment Committee ahead of the formal NSIP application submission, the pre-application process is currently being undertaken i.e. step 1 in Appendix 1. Of the pre-application stages shown in Appendix 2 the following have been completed:
- Provided comment on the draft Statement of Community Consultation (SoCC).
 - Commented on the phase one non-statutory consultation from the applicant Under Section 42 of the Planning Act 2008 (as amended).
- 4.2 ‘Host’ authorities are strongly encouraged to use the pre-application period to start their own evaluation of the local impacts of the proposal. ‘Host’ authorities should then begin to compile the Local Impact Report (LIR) as soon as the application has been accepted formally by the Secretary of State and they have been invited to submit an LIR. This approach will enable the LIR to be produced within the deadlines. PINS advice is that ‘Host’ authorities should ensure any necessary internal authorisation processes are in place to meet the timetable (which is the basis for this report).
- 4.3 Anglian Water’s recent pre-application statutory public consultation (23rd June to 18th August 2021) was held whilst adhering to the Coronavirus guidance and restrictions. This has meant a different approach to consulting with elements like public exhibitions and meetings being difficult to arrange during the Coronavirus restrictions. Instead a number of

webinar virtual exhibitions were made available online. The officers' technical response to the consultation was submitted to meet the deadline set. This is included in appendix 3. Anglian Water were made aware this is subject to this Committee endorsement and agreed will accept any amendments.

- 4.4 A third pre-application statutory consultation is planned in 2022. Once the DCO is submitted the host authorities will be required to make a factual assessment of all the consultation that has taken place and submit an Adequacy of Consultation report under Section 55 of the Planning Act 2008 (as amended). The host authorities will have a very constrained timescale in which to assess the consultation response and respond to PINS (14 calendar days) on whether the consultation has met the necessary NSIP and councils' Statement of Community Involvement requirements (taking account of the restrictions discussed in paragraph 4.3 above). PINS only has 28 days following receipt of the DCO to decide whether to accept the DCO application or not, which is why the host authority timescale is so short.

5. NSIP Application Process

- 5.1 Once Anglian Water submits their DCO application to PINS for the relocation of the Cambridge Waste Water Treatment Plant, currently programmed for 2022, the project will move into the 'acceptance' stage as identified in Appendix 1. If their application is accepted for examination by PINS we should be notified of this, including whether the Secretary of State will appoint a single Examining Inspector, or a panel of up to five Examining Inspectors (known as the examining authority (ExA)) to examine the application. The Examination is carried out in public.
- 5.2 Following notification of the above, the local 'host' authorities will then be notified of the preliminary meeting to discuss procedural matters. After which an Examination timetable should be set, including tight deadlines for when information needs to be submitted to PINS. At the pre-examination stage, local 'host' authorities are encouraged to continue to engage with the developer. Agreement on any remaining issues should be sought and/or negotiations continued. There may also be the need to continue negotiation in respect of any compulsory acquisition affecting any local 'host' authority's land holdings or interests. Reaching agreement on as many issues as possible in advance of the examination is likely to lead to a more focused and expedient examination process for all participants.
- 5.3 During the Examination, the local authorities will:
- Respond to the Examining Authority's (ExA's) written questions which are normally based on an initial assessment of the application, (including the principal issues of the proposed scheme), and the representations received from interested parties;
 - Prepare and submit to PINS a Local Impact Report (LIR), setting out the likely impacts of the proposed scheme on the County Authority's area, by using local knowledge and robust evidence, and set out the relevant local planning policy framework and guidance;
 - Prepare and submit to the Planning Inspectorate a Statement of Common Ground (SOCG), a joint written statement between the applicant and the County Council and/or other parties or 'host' authorities, setting out matters that they agree or are in disagreement on; and
 - Represent the County Council and make oral representation at the issue specific hearing(s) and if necessary the open floor hearing(s). The subject of the hearings is

based on specific elements / issues of the application that are raised during the NSIP process.

- 5.4 There is also provision in the Planning Act 2008 (as amended) for the applicant to apply for other consents, for example Compulsory Purchase Order (CPO) and drainage consents, deemed by a DCO.
- 5.5 To avoid any undue delay to the NSIP process and Examination it is important that the tight deadlines set out in the Examination Timetable are met. The timescale for handling an NSIP application are set out in the legislation. It is noted that PINS as the Examining Authority may disregard late responses, which is why officers are seeking to follow PINS guidance and get delegations set up at the pre-application stage. Irrespective of any delegations passed to officers to meet the necessary timescales set by legislation, the following is proposed to be followed to ensure good practice and ensure an open and transparent decision making process:
- Key documentation and updates to be provided to members of the Environment and Green Investment (E&GI) Committee and local County Councillors by e-mail at the earliest opportunity to ensure that key deadlines are known in advance and any comments on the documentation provided as early as possible, particularly during the 14 and 28 day deadlines;
 - Responses to PINS to either be circulated to members of E&GI Committee and local County Councillors by e-mail for their records, or where time is permitting the draft response taken to E&GI Committee for endorsement; and
 - Where deemed necessary, member briefings or specific topic meetings will be set up to provide guidance on the NSIP process and technical responses provided.

6. Alignment with corporate priorities

6.1 Communities at the heart of everything we do

As this is not a County Council proposal there are no specific significant implications identified by officers for this priority. However, Local Authorities are statutory consultees in their own right for any proposed NSIP within their area. Cambridgeshire County Council is a statutory consultee in the NSIP process. Any NSIP response provided by the County Council will (where applicable) ensure that the information produced is capable of assessing this priority before a recommendation is provided by PINS and a decision reached by the Secretary of State.

6.2 A good quality of life for everyone

As set out in paragraph 6.1.

6.3 Helping our children learn, develop and live life to the full

As set out in paragraph 6.1.

6.4 Cambridgeshire: a well-connected, safe, clean, green environment

As set out in paragraph 6.1.

6.5 Protecting and caring for those who need us

As set out in paragraph 6.1.

7. Significant Implications

7.1 Resource Implications

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

- Finance – The cost of processing the NSIP application will need to come from the existing revenue budget. As the application is handled by PINS no planning application fee is received from the applicant. Officers negotiated a Planning Performance Agreement for the pre-application advice stage, to try to resource the project and reduce the cost to the public purse, but this has not covered the true cost of the resource and specialist advice required to assess the DCO application and any discharge requirements (like planning conditions) that would arise from any consent granted. This is in addition to existing pressures from other NSIP projects in Cambridgeshire.
- Staff – As a statutory consultee in the initial NSIP process and post NSIP decision if granted, the resources to deal with the application are taken from the County Council statutory consultee staffing resources that are already stretched.

7.2 Procurement/Contractual/Council Contract Procedure Rules Implications

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

- Procurement – Where specialist officer advice does not exist within the Council(s) relevant specialists may be procured to ensure that the Council(s) has guidance on the key specialist areas. This is to ensure the authorities have the relevant specialist advice to allow officer comments to be provided on technical matters.
- Contractual / Council Contract Procedures – Any specialist advice required to inform this project will need to ensure it meets Council procedures, in addition to the financial implications discussed in paragraph 7.1 above.

7.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority, other than the financial and resource implications required to support this project, which has the potential to include significant legal advice.

7.4 Equality and Diversity Implications

There are no significant implications for this priority that are not capable of being addressed through comment on the applicant's DCO application. The applicant is required to satisfy the Equity Impact Assessment requirements when they submit their application.

7.5 Engagement and Communications Implications

There are no significant implications for this priority that are not capable of being covered by the submission of the Adequacy of Consultation to the Planning Inspectorate.

7.6 Localism and Local Member Involvement

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

- Localism – As this proposal is deemed to be a Nationally Significant Infrastructure Project (NSIP) the decision will not be made by the County Council. It will be essential therefore that the Council as a statutory consultee provides the 'local' knowledge to help inform the Secretary of State's decision.
- Local Member Involvement – PINS guidance sets out the role of the local authority, and officers will ensure that local members are kept informed at key stages in the NSIP process.

7.7 Public Health Implications

There are no significant implications for this priority that are not capable of being addressed through comment on the applicant's Environmental Impact Assessment information and the DCO application.

7.8 Environment and Climate Change Implications on Priority Areas

There are no significant implications for this priority that are not capable of being addressed through comment on the applicant's Environmental Impact Assessment information and the DCO application.

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: Henry Swan

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: Emma Fitch

Have any Public Health implications been cleared by Public Health? Yes

Name of Officer: Kate Parker or Iain Green

8. Source documents

8.1 Planning Inspectorate (PINS) National Significant Infrastructure Project (NSIP) Guidance and Advice Notes;

<https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

NSIP Waste Water Statement;

<https://www.gov.uk/government/publications/national-policy-statement-for-waste-water>

Planning Act 2008 (as amended);

<http://www.legislation.gov.uk/ukpga/2008/29/contents>

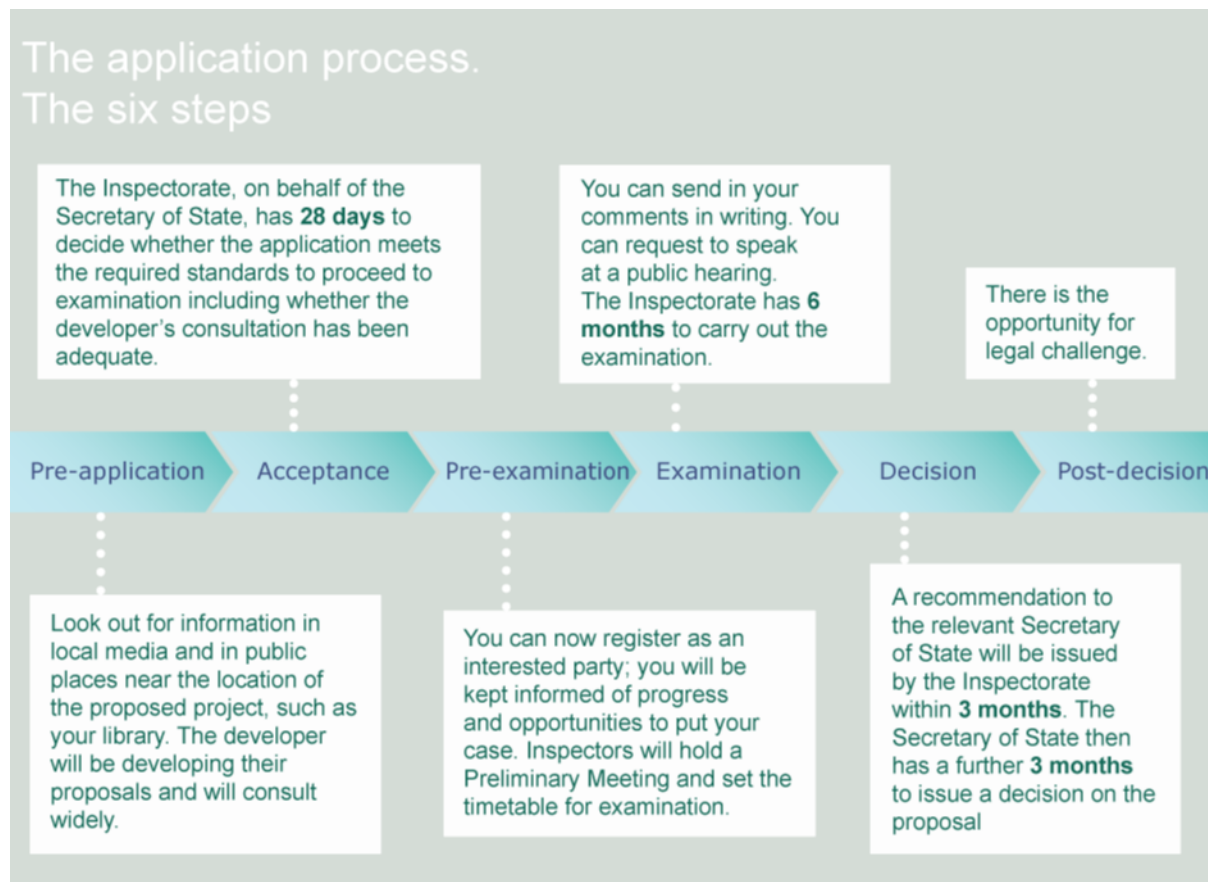
Anglian Water project website;

<https://www.CWWTPR.co.uk/>

The National Planning Policy Framework (NPPF) (2019)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

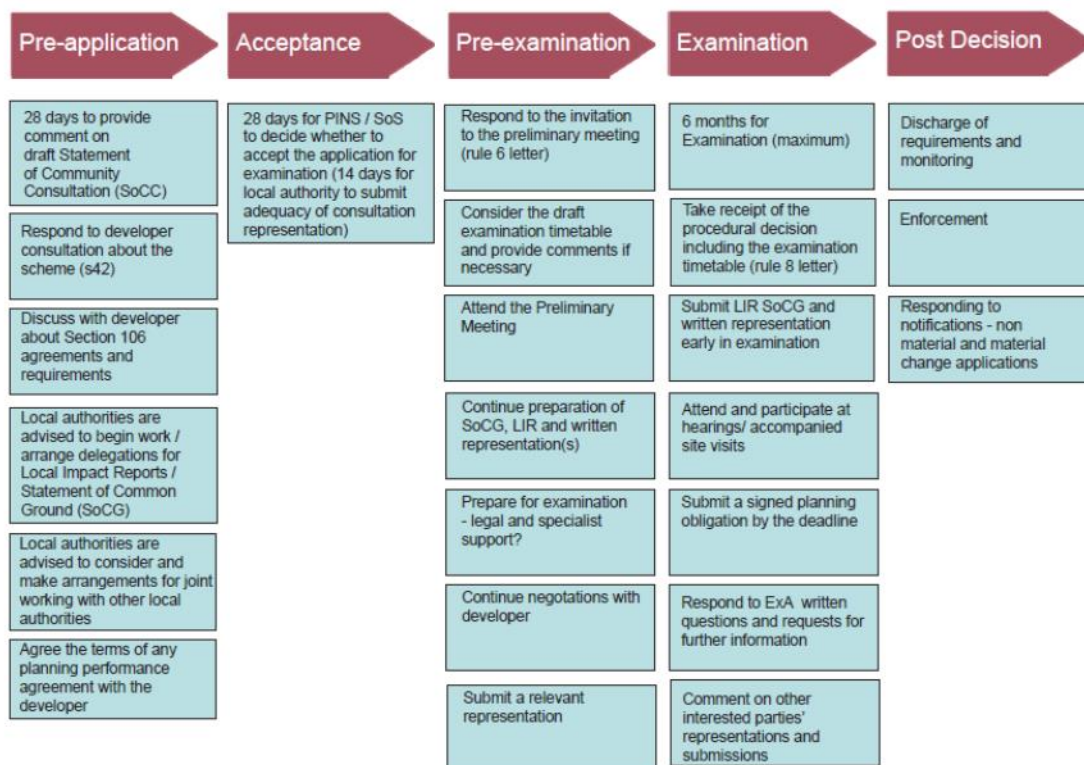
Appendix 1 - The six steps of the NSIP DCO process under the 2008 Act



Source PINS website <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2013/03/Application-process-diagram2.png>

Appendix 2 - The role of local authorities

The role of local authorities



Source PINS Advice Note 2 https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/03/Advice_note_2.pdf

Appendix 3 Officers Technical Consultation Response

CAMBRIDGE WASTE WATER TREATMENT PLANT RELOCATION PROJECT – PHASE 2 (STATUTORY) PUBLIC CONSULTATION

Thank you for consulting Cambridgeshire County Council. The following should be read in conjunction with previous comments as part of phase 1 consultation that took place in 2020. This is an officers' technical response to the documentation shared as part of the statutory consultation that commenced 23rd June 2021. Please note Members of the Environment and Green Investment Committee will be asked to endorse this response on 16th September. We will notify you should there be any amendments to the response.

Minerals and Waste

A small number of technical reports have been provided including an Odour Factsheet, but a specific policy statement hasn't been provided at this time. It is appreciated and acknowledged that Anglian Water will provide additional information as the application progresses.

The following Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021) policies are relevant to this proposal:

- Policy 1: Sustainable development and climate change.
- Policy 5: Mineral Safeguarding Areas (MSAS)
- Policy 10: Waste Management Areas (WMAS)*
- Policy 11: Water Recycling Areas (WRAS)
- Policy 15: Transport Infrastructure Areas (TIAS)*
- Policy 15: Consultations Areas (CAS)*
- Policy 17: Design
- Policy 18: Amenity Considerations
- Policy 20: Biodiversity and Geodiversity
- Policy 21: The Historic Environment
- Policy 22: Flood and Water Management
- Policy 23: Traffic, Highways and Rights of Way
- Policy 24: Sustainable use of soils (Site located on grade 2: good quality agricultural land)
- Cambridge Northern Fringe Aggregates Railhead (TIA)*
- Cowley Road, Cambridgeshire (WMA)*
- Sand and Gravel Minerals Safeguarding Area*
- Cambridge WRC**
- Waterbeach WRC**

* Likely to affect pipelines only; ** Included for completeness only.

It is acknowledged that there will be some overlap with the relevant district council local plan policies.

Please note that the Cambridgeshire and Peterborough Minerals and Waste Local Plan has now been adopted and supersedes the Cambridgeshire and Peterborough Minerals and Waste Core Strategy and Site Specific Proposals documents.

It is recognised that many topics such as heritage and flood risk identified by the policies above have been addressed in the provided documentation. However, the Minerals and Waste Planning Authority requests that Anglian Water provides a table setting out how they have addressed the above policies in forthcoming documentation, cross referencing to other documentation as required. The Minerals and Waste Planning Authority notes the absence of consideration to preserving the quality of soils within the documentation and requests that Anglian Water gives appropriate consideration to this topic, or highlights where this information can be found.

The Minerals and Waste Planning Authority also requests that additional information in relation to the proposed route of the pipelines is provided when available. Anglian Water will need to consider the pipeline proposals in the context of the relevant policies identified above and should clearly state the impact on any safeguarded minerals and waste infrastructure.

Transport

In general and based on the information provided to date the vehicular trips arising from the construction of the treatment plant and consequent operation are low and would not constitute a significant impact on the highway network. However, before Cambridgeshire County Council can agree that position, we would need to have sight of the parameters and factors which informed the trip generation and traffic assignment. We appreciate at this stage in the project more detailed analysis is yet to be completed. However, we would expect to see more information as part of the Transport Assessment. The Traffic and Access Factsheet starts to outline some of content of the Transport Assessment.

Officers have provided pre application advice to Anglian Water giving details of the content of the Transport Assessment. This includes that needed to establish the base line transport conditions and modelling traffic flows. This is to show

- The existing trips in the peak hours and off peak that will be redistributed to the new location, in terms of lorry and non lorry, employee visitor flows.
- The distribution and routes to and from the new site.
- Accident data.
- The impact on the local highway network including the site access junction and the nearest A14 junction. These junctions can be agreed with county and Highways England officers as required when the site access is known.
- Modelling should include committed developments.
- Future years (determined by the Webtag guidance and Cambridgeshire County Council Transport Assessment requirements 2019) to include 5 years post opening.

With regards to the use of surveys, this should be taken at the relevant access points as necessary and agreed with the County Council. These surveys should be undertaken as late as possible as post pandemic traffic flows establish.

Cambridgeshire County Council can provide some model outputs, and in particular models of the A10 /A14 interchange and the A10. Please contact officers for clarification on these in relation to the junctions modelled.

Accident data should be sought from Cambridgeshire County Council Business Intelligence. The accident data should be appended to the Transport Assessment and a plot provided showing each accident location. It would also be beneficial to tabulate the accidents to clearly define the number and severity of accident occurring at each location. The County Council will review the accident analysis once the above information has been provided.

Any mitigation measures should be highlighted in the Transport Assessment, including those relating to non motorised users, as well as any mitigation for traffic as required. We would expect to see high quality cycle parking provided for staff and visitors.

Access Options

Option 1:

Both options 1A and 1B minimise the use of the local highway network. These would require access onto the B1047 to be signalised to allow the traffic generated by the scheme to safely access the adopted public highway. More detail of both junctions' designs, and analysis of their impact on the local highway network is needed to determine the most suitable of these two options.

It is accepted that options 1A and 1B will necessitate some HGV's coming from or going to the east to use A14 J33 to undertake a U-turn. We will expect the Transport Assessment to include further analysis of journeys to and from the new site.

There will be a need for an effective methodology to prevent the traffic generated by the site using the adjacent villages as access routes. This applies to both operation traffic and construction traffic, being the preliminary construction traffic access proposed is similar to option 1A. Details relating to the construction phase need to be included in a Construction Traffic Management Plan. A robust Travel Plan will also be required for staff arriving at the site once operational.

1A

This option uses a short section of the local network and a right turn junction, be this a ghost or full right turn lane, will need to be appropriately assessed.

1B

The difference between this option and Option 1A is the junction arrangement at the top of the east bound offslip. Subject to detailed analysis this arrangement is likely to be a four arm signalised junction. An appropriate assessment of the impact on the highway network is needed.

Option 2:

This is the least preferred route from the perspective of the Local Highway Authority, not only does it require all traffic generated by the site to use Junction 35 which is complex and has nine slight accidents and one serious accident in the last five years (in comparison the Milton Road RAB has had 3 slight accidents in the same period) (source Crash Map UK), but uses a significant length of the local highway network, that is not designated as a commercial vehicle route.

This option seems to be an overly complex design, requiring at least two right hand turn manoeuvres within the local adopted public highway, the use of a road (High Ditch Road) that is at present considered acceptable for use by vehicles in excess of 7.5 tonnes, the realignment of an existing cycle and pedestrian route. Given the alternatives presented, and the volumes of predicted traffic, it is considered that the construction impact of a widened overbridge and a new pedestrian crossing over the A14 to be a sub-optimal solution.

Option 3:

This option considers a new junction off the A14 between J34 and J35. Highways England have advised current policy restricts the construction of new junctions on strategic road of national importance unless there is no clear alternative using existing accesses, it connects with the local road network and is ideally developed through the local plan making process. In this case, alternatives using existing accesses are available and a departure from policy would be required. From a local road perspective, a new junction is likely to create different travel patterns, for vehicles avoiding Newmarket Road, or providing a convenient route to the east of Cambridge. This would be considered undesirable.

Public Rights of Way

Horningsea Public Byway No. 17 (Also known as Fen Ditton Byway No. 14 due to its Moiety status along the parish boundary) provides the middle link between the unclassified carriageway sections of Low Fen Drove. The Byway, which is predominately a gravel track, currently provides access to all modes of travel, including public and private access by motor vehicle. The County Council is aware that the local community have long held concerns regarding the use of Low Fen Drove, including the section of byway, for fly tipping, and other anti-social behaviour.

The Byway forms part of the proposed 3.5km walking loop. Consideration, via an appropriate assessment, should be given to whether it is appropriate to retain public motor vehicular rights along this section of the Byway. The County Council does not express a view at this stage on restricting or removing public motor vehicle rights, but would wish to understand whether all users can be accommodated along the Byway without safety or amenity conflict. If Anglia Water's proposal is to restrict or remove public motor vehicle rights along this byway, then it could propose so within its Development Consent Order (DCO) application.

The County Council supports the proposed bridleway link along the disused railway line linking Low Fen Drove to Station Road, Stow-cum-Quy. The route would provide a well sought after link towards local points of interest such as Quy Fen and Anglesey Abbey as well as into the wider Non-Motorised User network and is supported by the County Council's Rights of Way Improvement Plan (ROWIP).

The north-west section of the 9.5km bridleway loop between The Drove Way (north of Allicky Farm) and Clayhithe Road is indicated along existing public footpaths. No bridleway rights are currently recorded along this section. Further information is therefore required to understand whether the dedication of additional rights are proposed here (see point 6 below).

The non-motorised users network in the immediate vicinity of the site and the inclusion of a variety of loop paths are well presented within the consultation documents. However, it is unclear how users will get to the site in the first instance, and there is concern that users may drive to the site to access the higher quality non motorised user network. The County Council would therefore like to see improvements to connecting routes into local settlement areas. This is particularly relevant to High Ditch Road regardless of which site access option is selected to provide good quality cycle and pedestrian connections into Fen Ditton and the under construction Marleigh development.

All routes, public or permissive should be as inclusive as possible and therefore available to as many users as possible unless there are justifiable reasons in restricting access.

Any proposal to dedicate, downgrade, extinguish or otherwise alter Public Rights of Way should be discussed in detail with the Highway Authority prior to any DCO application. The Highway Authority will require a number of technical details to be included in any DCO to enable it to discharge its duties as Highway Authority (Highways Act 1980) and Surveying Authority (Wildlife and Countryside Act 1981). Omission of these details may result in significant delays with delivery and handover of transport schemes to the Highway Authority and may require supplementary legal agreements to be entered into.

For the walking and cycling infrastructure please also refer to the Greater Cambridge Partnership proposals for the greenway network. Some of these proposals may be in the vicinity of the relocated site.

Ecology

Cambridgeshire County Council welcomes Anglian Water's commitment to deliver at least a 10% increase in biodiversity. However, we ask the scheme to go further. Cambridgeshire is one of the most biodiversity deprived areas in Britain therefore, Local Authority ecologists within Cambridgeshire and Peterborough consider that a 20% uplift in biodiversity value is required to deliver a tangible increase in biodiversity value. We therefore, ask that developers seek to meet this challenge of 20% Biodiversity Net Gain (based on the latest Defra BNG metric) and delivers the 10 Principles of Biodiversity Net Gain (CIEEM 2016).

We welcome Anglian Water's commitment to explore opportunities to maximise value by enabling wider environmental benefits beyond the boundaries of the project, which will give the scheme greater scope to deliver 20% Biodiversity Net Gain and deliver strategic objectives for biodiversity.

Ecology Factsheet

Surveys

The County Council supports the proposed suite of ecological surveys to be carried out as part of the scheme. These should be undertaken during optimal survey seasons and in accordance with industry standards / best practice guidance.

We asked that additional assessment of the River Cam be undertaken to identify any potential for enhancement opportunities either upstream or downstream of the site.

When assessing the level of impact of the scheme on species / habitats, local documents setting out the local status and importance of these species / habitats should be referenced. These include (but not limited to):

- criteria for County Wildlife Sites
- local atlases for species groups (e.g. bird, mammals etc.)
- [priority habitats and Cambridgeshire and Peterborough Additional Habitats of Interest](#)
- [priority species and Cambridgeshire & Peterborough Additional Species of Interest](#)
- [Rare Plants Register](#) and Plant Species of Concern for vice-county 29, as well as the Flora of Cambridgeshire

Aftercare / Management

In order to deliver Biodiversity Net Gain, it will be important for the development to commit to manage the newly created, or enhanced / restored, habitats for a sufficient period of time for the habitat to meet the target condition. This should be delivered as part of the aftercare / landscape and ecological management plan.

A guide to the time it takes for sites to establish their target condition is found within the technical guidance that accompanies the Defra BNG Metric. This timeframe should be utilised when designing the Landscape and Ecological Management Plan, although the actual time take to establish the habitats will depend on the quality of the detailed landscape design (e.g. appropriateness of the scheme to the site condition) and management scheme, and their implementation. It is therefore important that the LEMP includes a comprehensive monitoring scheme to monitor the progress of habitats towards meeting BNG target condition and implement remedial action where required.

Landscape Factsheet

It is important the scheme's design, including the landscape scheme, follows the mitigation hierarchy to avoid impact to ecology (wherever possible) and provide adequate mitigation (if required). Opportunities for enhancement should focus on strategic priorities for the area, as well as build on the habitat and species impacted by the scheme and those important at the location / local area, including:

- [Cambridge Nature Network](#) strategic vision for the area
 - o Site is located within the 'Wicken Fen Vision South' vision of extensive species-rich wildflower grasslands, network of ponds, regenerative farming practices (e.g. hedgerows, field margins and managed for farmland birds such as Turtle Dove), restoration of historic parklands and connection of existing nature conservation sites with a mosaic of wetland and grassland habitats.
- Mitigation and enhancement of the Low Fen Drove Way Grasslands and Hedgerows CWS
 - o expansion of its important grassland habitat into the landscape design, and wider blue-line boundary

- range of habitat to support the complete lifecycle of important invertebrates
- Mitigation and enhancement to the River Cam County Wildlife Site
 - current discharge point into the River Cam (as part of decommissioning works for the existing water treatment plan)
 - at proposed discharge point into the River Cam
 - downstream of the proposed discharge point, such as designed sites (Cam Washes SSSI /CWS)
- Wetland habitats, to complement the River Cam
 - Waterbodies within the landscape design
 - Open channel route for discharge waters from waste treatment plant to River Cam (reedbeds, drainage channels etc)

The current landscape scheme appears to focus on a significant area of woodland (with other habitats also proposed). However, we seek that the proposed landscape scheme be re-assessed to ensure it better reflects the local requirements (as set out above), with a particular focus on species-rich grassland and network of 'water habitats' (e.g. ponds, drains, reedbeds and enhancement to River Cam). Opportunities to help deliver strategic priorities for nature within the applicant's wider land ownership and the local areas should also be explored.

We welcome the inclusion of public access / greenspace at the site, however, the landscape scheme will need to be well designed to ensure sensitive areas for wildlife are adequately protected from negative impacts from visitors.

Sustainability Factsheet: Climate change, net zero and the circular economy

Cambridgeshire County Council welcomes the commitment by Anglian Water to *"ensure that the health of the River Cam is protected and where possible, improved, through ensuring that the current flow to the river from the Cambridge WRC is maintained throughout the new facility's lifecycle"*. We seek that the scheme integrates natural filters through the creation and management of wetlands into the scheme, as Anglian Water have already achieved at their other Water Recycling Centres.

We support Anglian Water's commitment to investigate *"opportunities to see where the water we recycle can add the most value to the surrounding water resources"*, particularly where this can result in the reduction of abstraction from the River Cam County Wildlife Site, which is heavily abstracted, resulting in much reduced flows within the upstream sections that impacts on its biodiversity.

Floods and Water

The proposed site is at low risk of flooding from both pluvial and fluvial sources. Nonetheless, appropriate Sustainable Drainage Systems (SuDS) should be incorporated into the design to ensure the development does not increase the risk of flooding in the surrounding area and elsewhere. The Flood Risk factsheet includes details of SuDS that can be used and we support this. Where possible, green roofs should be incorporated on any flat roofs and water recycling should be considered.

Please note the map titled 'Environment Agency map showing risk of surface water flooding' is incorrect as it actually represents the risk of flooding from rivers and sea.

Archaeology

It is worth noting comments made in response to phase 1 consultation. The site is located in an area of high archaeological potential with substantial evidence for prehistoric and Roman settlement within and in the vicinity of the site. A cropmark complex indicates the location of a Roman settlement within the area, but outside the indicative WWTP footprint (HER MCB13592). The south western extent of this site falls under the A14, the construction of which is likely to have had a substantial impact on the asset. There is high potential for archaeological assets to survive within the proposed WWPT site and transfer corridor.

The proposed discharge corridor passes to the south of Biggin Abbey, a moated site probably constructed in the 13th century (HER MCB1389). The moat is clearly shown on the HER's aerial photograph transcription and the area to south appears to be disturbed, probably by quarrying.

END

Low Carbon Heating Project at Burwell House

To: Environment and Green Investment Committee

Meeting Date: 16 September 2021

From: Steve Cox, Executive Director of Place and Economy

Electoral division: Burwell

Forward Plan ref: n/a

Key decision: No

Outcome: Reduction of 24 tonnes of carbon dioxide equivalent (CO₂e) emissions per annum as part of the Council's "scope 1" direct carbon emissions through the replacement of fossil fuel heating at Burwell House, with low carbon Air Source Heat Pumps (ASHPs).

Recommendation: The Environment and Green Investment Committee is asked to:

- a) To approve the investment case set out in paragraph 2.10 and proceed with the project to install ASHPs and upgrades for the incoming electricity supply at Burwell House
- b) To note the project risks set out in paragraphs 2.13-2.18
- c) Delegate the decision to go into contract to the Executive Director of Place & Economy in consultation with the Chief Finance Officer and Chair and Vice-Chair of the Environment and Green Investment Committee.

Officer contact:

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Member contacts:

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1. Background

- 1.1 In December 2019, following an update to Buildings Regulations on 'Nearly Zero Energy Buildings', the Council's General Purposes Committee resolved unanimously to install low carbon heating systems for any refurbishments and boiler replacements. This would both reduce the Council's carbon footprint and maximise energy benefits to the Council.
- 1.2 In February 2020, the Council included a £16million Environment Fund in its budget plan to support delivery of its commitments set out in the Climate Change and Environment Strategy approved in May 2020 at Full Council. The £16million Environment Fund is to implement near-term targets set out in the Climate Change and Environment Strategy and £15million of the fund is earmarked for replacing oil and gas heating with renewable heating, at the approximately 70 buildings owned and occupied by the Council.
- 1.3 The Council's annual carbon footprint report for 2018-19 shows that heating of 73 buildings with oil and gas accounted for 61% of the Council's 'Scope 1' carbon footprint, and this was similar in 2019-20. Scope 1 emissions are direct emissions from the Council's own assets and as such are those that we have the greatest control over. It will not be possible to meet the Council's climate change targets whilst so many of its buildings are heated with gas and oil.
- 1.4 In June 2020, the Environment and Sustainability Committee agreed the assessment criteria for the Low Carbon Heating Programme for the Council's buildings against which individual projects can draw down investment from the Environment Fund for their implementation and thus enable the Council to proceed with significant work towards meeting its climate change commitments. The approved criteria for investment are:
 - Individual sites are owned (either freehold or long term leaseholds) and occupied by the Council;
 - The individual site is not planned to be sold or let out within the next five years (based on currently known and agreed plans);
 - The total investment for the Low Carbon Heating Programme is approved at a cap of £15million to decarbonise all Council buildings that are heated by oil or gas (approximately 70 buildings);
 - The proposed design meets the Council's renewable heating specification (detailed in Appendix B);
 - A report must be produced detailing the whole lifecycle costs (financial and environmental), current and expected energy usage, projected energy savings and carbon reductions from the project and how this contributes to our targets;
 - The Programme is expected to achieve a simple average payback of 20 years or better for the £15million investment, taking into account the value of carbon. (Individual projects may exceed this as long as the average is maintained);
 - If any individual project is greater than £500,000, the business case will come forward to Committee for approval.

- 1.5 Also, in June 2020, the committee resolved to approve the inclusion of a carbon savings cost into the business case to sit alongside the financial business case for the low carbon heating programme.
- 1.6 The most suitable technologies for heating buildings from renewable sources are Air Source Heat Pumps (ASHPs) and Ground Source Heat Pumps (GSHPs). In ASHPs, outside air is used to heat a liquid refrigerant. The pump uses electricity to compress the refrigerant to increase its temperature then condenses it back to release stored heat. This heat is then used to heat water which is then piped to either radiators or under-floor heating. ASHPs still work well even when the outside air temperature is very low. They are generally very reliable sources of heat and require very little maintenance. GSHPs work in a similar way, except that coils or pipes containing refrigerant are buried in the ground. Note that whilst heat pumps do use electricity, they are very different to traditional electric heating, in that the electricity is not the source of heat. Heat pumps typically produce a heat output 3 to 4 times as much as the electricity they use. GSHPs are considerably more expensive than ASHPs.
- 1.7 The intended outcome of this report is to agree whether to proceed with installation of ASHPs at Burwell House and make the CO₂e savings.
- ## 2. Main Issues
- 2.1 The Burwell House site consists of an eighteenth-century house with several smaller modern buildings on 3 acres of land. The site has been owned by Cambridgeshire County Council since 1965.
- 2.2 The building retains the atmosphere of a large family home and is currently heated by a gas boiler. The boilers are approximately 10 years old and will need replacing within the next five years and the hot water cylinder is about 20 years old so at the end of its life expectancy. The controls are also around 10 years old and the pipework, valves, etc are about 20 years old.
- 2.3 Design of a low carbon heating solution for the site has been completed by Ridge and Partners LLP who were appointed following a competitive tender process. The proposed design will entail the removal of the existing gas boiler and the installation of:
- 2 Strebel S-ASX 70 ASHPs for the main building;
 - New radiators throughout;
 - Improvements to insulation
- 2.4 Drawings of the layout of the proposed design are appended as separate documents in Appendix A.
- 2.5 The installation of “small ancillary buildings, works and equipment” on local authority controlled land for local authority purposes may be regarded as permitted development under Part 12 class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). The limitation is 4 metres in height or 200 cubic metres in capacity, and the proposed design will not exceed those dimensions.
- Financial
- 2.6 A tender for the construction and installation phase was completed through the Council’s existing minor works framework contract. Three bids were received. The price from the successful contractor for the construction and installation has been used to prepare the

lifecycle costs analysis for the project.

- 2.7 In late 2020, the government's Public Sector Decarbonisation Scheme (PSDS) was launched by Salix Finance and offers grant funding to local authorities for heating decarbonisation projects. The Council was notified that our grant application was successful, and we have been awarded a total of £2,520,117 towards the costs of 15 ASHP projects, of which approximately £279,889 is for the Burwell House project.
- 2.8 The grant will cover costs of up to £500 per tonne of carbon saved over the project lifetime, which is calculated automatically in the application, plus up to 100% of particular costs such as metering and electricity supply upgrades. For the proposed project at Burwell, the maximum grant would be approximately £279,889, and the grant will cover approximately 60% of the total project costs. This means that the net cost to the Council of the ASHP project could be £231,410 if all the contingency is used on the project.
- 2.9 An analysis of the lifecycle costs of the project was completed, comparing the low carbon (ASHP) option with a gas heating replacement counterfactual. Based on current best estimates of the 25-year lifetime total costs, including the value of carbon, undiscounted, with the maximum grant funding, the project would pay back within 15 years when compared to the counterfactual scenario of replacing with new gas heating. This is a worst case scenario assuming that all contingency sums are required.
- 2.10 A summary of the lifecycle costs is shown in the table below.

Item	Gas counterfactual cost	Low carbon ASHP cost (with grant)
Design work and preliminary costs	£8,000	£8,000
Internal staff costs for project	£3,000	£3,500
Double-glazing (already installed)	£44,000	£44,000
Electricity supply upgrade costs	Not applicable	Quoted £95,580
Construction and installation costs (including £20,000 provisional sum for asbestos costs)	Estimated £110,000	Quoted £318,753
Other contingency	£9,000	£41,436
Total project costs, excluding contingency (before grant)	£145,000	£449,863
Total capital expenditure (including contingency, before grant)	£174,000	£511,299
Grant	0	-£279,889
Total investment in year 1	£174,000	£231,410
Annual running costs (energy + maintenance) thereafter (excluding value of carbon) (ignoring inflation)	£11,312	£10,851
Annual running costs (energy + maintenance) thereafter (including value of carbon) (ignoring inflation)	£13,179	£10,851
Value of carbon emissions over 25 years (virtual cost)	£128,687	£0
25-year lifetime total cost, excluding value of carbon, undiscounted	£596,027	£614,213
25-year lifetime total cost, including carbon, undiscounted	£724,714	£614,213

Item	Gas counterfactual cost	Low carbon ASHP cost (with grant)
Project payback (including value of carbon) (compared to counterfactual)	Not applicable	15 years
25-year lifetime total cost, including value of carbon, discounted to 2020	£460,365	£432,845

- 2.11 The total costs include £44,000 for the replacement of windows with double-glazing. This aspect of the work has already been completed (and paid for) in 2020 and therefore appears in both options. These costs are included in the lifecycle costs for completeness.
- 2.12 The lifecycle costs analysis includes a cost for an upgrade to the capacity of the incoming electricity supply to the site. This is based on a formal quotation from UK Power Networks (UKPN) of £95,580. There will also be some further related costs for additional supporting works such as trenching (included in contingency).
- 2.13 The financial risk on the project relate to whether asbestos or other problem issues are found on site that must be dealt with once works commence. In the scenario that all contingency and provisional sums are fully utilised on the project, the total capital expenditure for the project (including double glazing) could exceed the threshold of £500,000.

Timing

- 2.14 The grant end date is set by Salix as 31 March 2022. This is a hard deadline for spending the grant allocation on the project. However, Salix have confirmed that the grant can still fund any eligible part of the works that can be invoiced up to that date. The Council would be required to fund any work aspects completed after 31 March 2022. As the grant only covers part of the costs anyway, this will be acceptable. However, all efforts will still be made to complete the project within the timetable set out below.
- 2.15 The revised planned timetable for the project is as follows:
- September 2021: Place orders with the winning contractor for construction and installation, with UKPN for electricity supply upgrade, and with Total Energies for meter replacement.
 - Mid-November 2021: Contractor to start works on site
 - End January 2022: Electricity supply upgrade to be completed on site.
 - End March 2022: Majority of works on site to be completed.
 - May 2022: Final commissioning and handover.
- 2.16 Following a temporary closure due to Covid-19 restrictions, the site has now re-opened for residential and day visits, meaning that works will need to be carefully co-ordinated with site users to minimise disruption. It is likely that parts of the site would need to be closed or cordoned off for part of the time during the works, particularly as radiators are replaced. To facilitate this, a detailed plan would need to be agreed between the site manager and the contractor for the works.
- 2.17 Since the heating works are due to take place in autumn and winter, it is likely that temporary alternative heating could be needed whilst the works take place. This will depend on the exact timing, duration of works, outside temperature at the time, and the occupancy of the site.
- 2.18 Supply chain challenges are a significant risk to the delivery and meeting the timetable. For

example:

- The heat pump manufacturer, Strebel, has informed us that they are cannot deliver the heat pumps until May 2022 due to a global shortage of microprocessors and various raw materials. Work is underway to source alternative ASHP manufactures that meet our design specification who could deliver sooner in order to meet the programme deadlines set out in paragraphs 2.16 and 2017.
- The potential for labour shortages due to Covid-19
- The potential for unforeseen technical or practical issues on site

2.19 Grafham Water Residential Centre also received Public Sector Decarbonisation Grant for low carbon heating. Energy efficiency and construction challenges with this building mean that investment into Grafham Water using this round of PSDS grant will not be possible.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

There are no significant implications for this priority. However, there will be a benefit to workers involved in the works. The site having updated heating systems will benefit the staff and service users who use the site.

3.2 A good quality of life for everyone

There are no significant implications for this priority. However, a reduction in the carbon footprint for Cambridgeshire has benefits to the quality of life of our residents.

3.3 Helping our children learn, develop and live life to the full

Burwell House offers a wide variety of residential and non-residential courses for children, young people and adults. This site will benefit from the updated heating systems with a reduced carbon footprint.

3.4 Cambridgeshire: a well-connected, safe, clean, green environment.

This project will help the Council to meet its carbon reduction ambitions in relation to this priority.

3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

4. Significant Implications

4.1 Resource Implications

The report above sets out details of significant implications in paragraphs 2.6-2.13 including the requirement for the Environment Fund to support additional staff resources for project delivery. Our experience to date is that delivering low carbon heating schemes for projects does require additional staff resource. In 2.10 above a nominal £3,500 has been allocated towards staff costs but as the low carbon heating programme progresses there will be a need to increase the allocations for staff resource to manage an increasing programme of delivery.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

The report above sets out details of significant implications in paragraph 2.6.

4.3 Statutory, Legal and Risk Implications

All building works will need to comply with Building Regulations and Health and Safety legislation and policies; and key risks include potential delays or additional costs owing to asbestos remedial works, COVID-19-related delays to materials supplies or contractor staff shortages or electricity supply upgrades. These are all being monitored and managed by the project team.

4.4 Equality and Diversity Implications

Access to the buildings by staff and service users may be temporarily restricted whilst works on site are taking place. This could include temporarily closing buildings or relocating access routes, workspaces and services to other parts of the building or other buildings. This will be assessed in further detail to determine whether any restrictions will be required at Burwell House, and alternative plans put in place where required to ensure staff and service users with protected characteristics are not negatively impacted.

4.5 Engagement and Communications Implications

Extensive consultation with the public and other organisations on the Council's Climate Change and Environment Strategy and Action Plan took place before the final version was agreed. It was also developed in collaboration with a cross-party Member Advisory Group and a cross-departmental Officer Steering Group. The Council's Energy and Property FM teams have worked together to identify a list of properties for the first batch of projects to replace oil or gas heating with ASHPs. This list has been assembled with input from representatives of the Cambs2020 team, the Property FM team, the Energy Investment Unit and the Strategic Property Asset Board at their meeting in March 2020.

4.6 Localism and Local Member Involvement

The Climate Change and Environment Strategy was developed in collaboration with a cross-party Member Advisory Group.

4.7 Public Health Implications

The works will need to be done whilst minimising disruption and still adhering to social distancing requirements that may still be in place at the time, due to the COVID-19 situation. Reducing our carbon footprint and helping to mitigate climate change also has public health benefits in the long term.

4.8 Environment and Climate Change Implications on Priority Areas:

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive Status:

Explanation: This project will directly reduce carbon emissions from heating our buildings.

4.8.2 Implication 2: Low carbon transport.

Neutral.

Explanation: There are no changes to transport as a result of this project.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Neutral.

Explanation: no impact

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral.

Explanation: no impact

4.8.5 Implication 5: Water use, availability and management:

Neutral.

Explanation: no impact

4.8.6 Implication 6: Air Pollution.

Neutral.

Explanation: no impact

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Neutral.

Explanation: no impact

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: Henry Swan

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: Joel Lamy

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: Steve Cox

Have any Public Health implications been cleared by Public Health? Yes or No

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

5. Source documents

Source documents: none.

Appendix A – Drawings of Proposed Design

See separate documents attached.

Appendix B – Renewable Heating Specification for retrofits

Low carbon heating technologies

All new heating systems installed into Council buildings must be from renewable sources. Designers should consider heating options in line with the list below.

Air Source Heat Pumps: preferred option, suitable for most sites.

Ground Source Heat Pumps: may be suitable for larger sites with sufficient land.

Water source heat pumps: may be considered for sites adjacent to a water course.

Biomass or biogas boilers: unlikely to consider.

Hydrogen: Technology not yet widely available but may consider in future.

Heat networks: May consider if part of a larger scheme e.g. for villages, blocks or areas of several buildings. Not suitable for individual buildings.

Electric heating: Do not install new. May keep existing systems.

Gas / Oil / kerosene / LPG / Coal: Do not install. Replace existing systems when feasible.

Energy Performance Requirements

Technical specification

Heat demand of the building must be considered and heating systems sized appropriately to meet demand.

For installations 60kW and above, the Seasonal Coefficient of Performance (SCOP) of any Air Source Heat Pump (ASHP) must be no lower than 4.0 at 35°C and 3.0 at 55°C.

For installations below 60kW, the SCOP of any ASHP must be no lower than 3.5 at 35°C and 2.8 at 55°C.

The energy rating of any unit must be no lower than Class A+.

Forecasting energy use, carbon savings and life cycle costs

An Energy Performance Certificate (EPC) must be obtained if there is not already one within the last two years, or if significant changes to the building have been carried out since the last EPC. Design proposals must include information on forecast energy use of the new system, comparison to current/previous use, and estimates of carbon emissions savings, both annually and over the lifetime of the system.

Design proposals and supporting information should provide the data to enable Whole Life Cycle Costs (including the cost of carbon) to be calculated.

Building fabric efficiency upgrades

Building improvement works should be carried out where necessary to achieve an EPC level of 'C' or better for existing buildings. New builds (including extensions if heated separately) should target an EPC 'A' rating.

For some buildings, upgrades to the fabric of the building (e.g. insulation, windows, draught-proofing) or to other elements of the plumbing and heating system (e.g. radiators) may also be required.

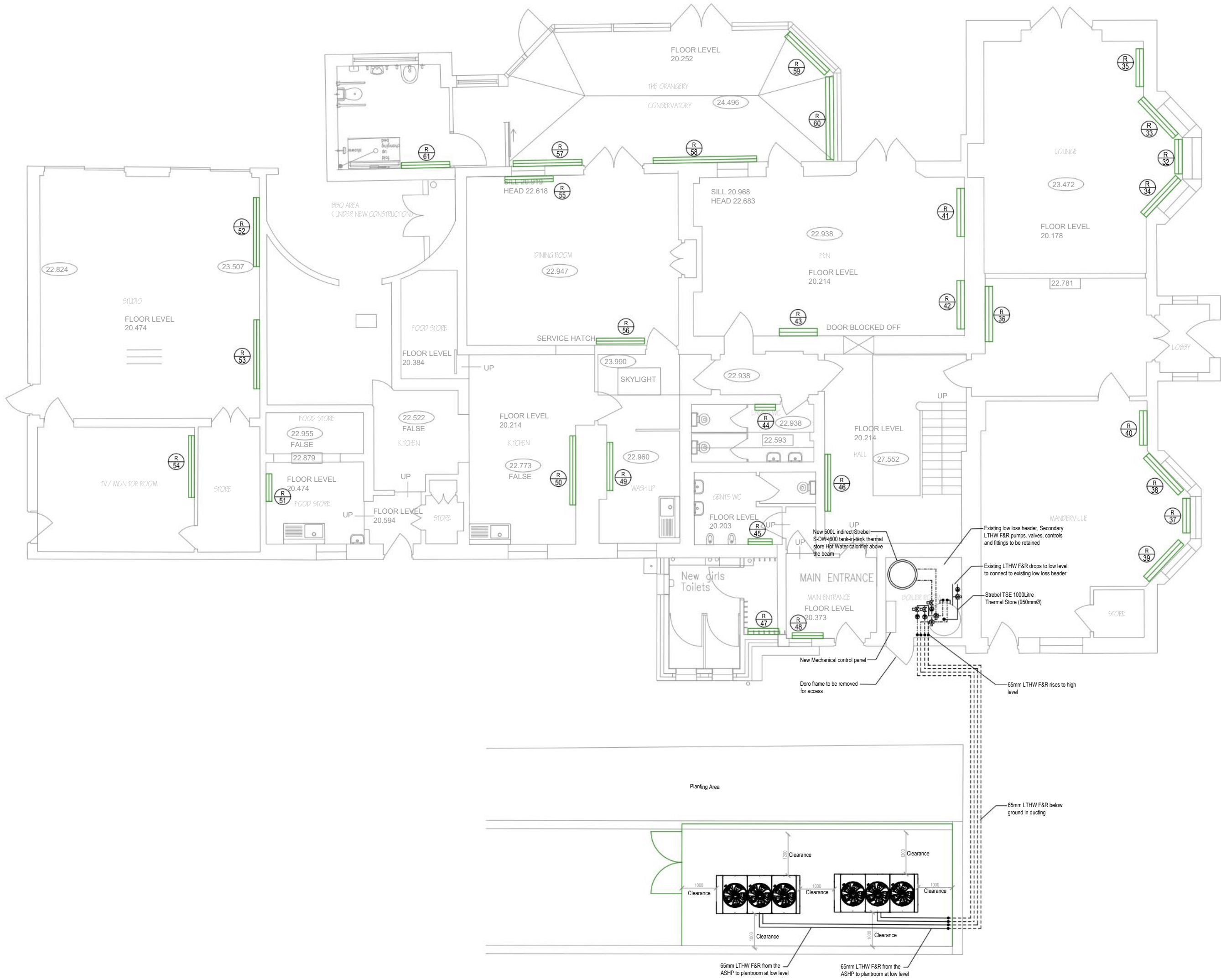
- Wall insulation and loft/roof insulation must be installed in any buildings where these measures are recommended in the EPC. In these cases, a new EPC must be obtained after the insulation works are completed.
- Single glazed windows should be replaced with double- or triple-glazing where possible.
- Consideration should be given to any other measures recommended in the site's EPC Advisory report and/or the DEC Recommendation Report.

Metering

Heating systems should be sub-metered in order to identify the electricity usage and heat output of the heating system.

Ongoing maintenance

Provision should be made for ongoing maintenance in line with that required by manufacturers' specifications, to ensure the system continues to function well.



Ref	Room Name	Rtd. Size (sq)	Rtd. Area (sq)	Rtd. Length (m)	Rtd. Width (m)	Rtd. Height (m)	Rtd. Volume (m³)	Rtd. Type	Comments
R01	Living Room	4044	969	5003	1900	2100	1900000	Tempo. LT	21
R02	Kitchen	1000	240	1000	240	2100	50400	Tempo. LT	21
R03	Dining Room	1000	240	1000	240	2100	50400	Tempo. LT	21
R04	TV/Monitor Room	1000	240	1000	240	2100	50400	Tempo. LT	21
R05	Bedroom	1000	240	1000	240	2100	50400	Tempo. LT	21
R06	Bathroom	1000	240	1000	240	2100	50400	Tempo. LT	21
R07	W.C.	1000	240	1000	240	2100	50400	Tempo. LT	21
R08	Staircase	1000	240	1000	240	2100	50400	Tempo. LT	21
R09	Corridor	1000	240	1000	240	2100	50400	Tempo. LT	21
R10	Entrance	1000	240	1000	240	2100	50400	Tempo. LT	21
R11	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R12	Garage	1000	240	1000	240	2100	50400	Tempo. LT	21
R13	Workshop	1000	240	1000	240	2100	50400	Tempo. LT	21
R14	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R15	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R16	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R17	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R18	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R19	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R20	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R21	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R22	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R23	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R24	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R25	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R26	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R27	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R28	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R29	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R30	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R31	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R32	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R33	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R34	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R35	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R36	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R37	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R38	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R39	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R40	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R41	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R42	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R43	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R44	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R45	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R46	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R47	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
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R51	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
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R53	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R54	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R55	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R56	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
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R58	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R59	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R60	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R61	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R62	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R63	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R64	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R65	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R66	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R67	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R68	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R69	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R70	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R71	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R72	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R73	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R74	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R75	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R76	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R77	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R78	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R79	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R80	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R81	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R82	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R83	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R84	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R85	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R86	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R87	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R88	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R89	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R90	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R91	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R92	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R93	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
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R95	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R96	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R97	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R98	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R99	Store	1000	240	1000	240	2100	50400	Tempo. LT	21
R100	Store	1000	240	1000	240	2100	50400	Tempo. LT	21

- The contractor shall supply and install heat meters in existing LTHW F&B pipes from the existing ADHP units.

The contractor shall modify and extend new LTHW F&B pipework from the existing pipework to serve all new radiators.

All radiators shall be fitted with TRVs and TRVs (not shown for clarity).

All new LTHW F&B pipework shall be installed. Pipework penetrating the walls shall be adequately fire protected.
- The contractor shall supply and install new Home TRVs mixing valves to all hot water radiators that don't have an existing thermostatic mixing valves.

The contractor shall install all existing LTHW F&B pipework to the existing pipework.

This drawing shall be read in conjunction with all the schematic drawings, floor plans and all other existing site record drawings.

All new TRVs pipework to be installed.
- Contractor shall check and commission all existing thermostatic mixing valves to ensure they are working correctly.

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T1

TENDER ISSUE

11/08/2020

MM

AH

REV

DESCRIPTION

DATE

BY

CHKD

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CIENT:

Cambridgeshire

County Council

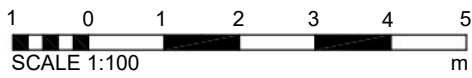
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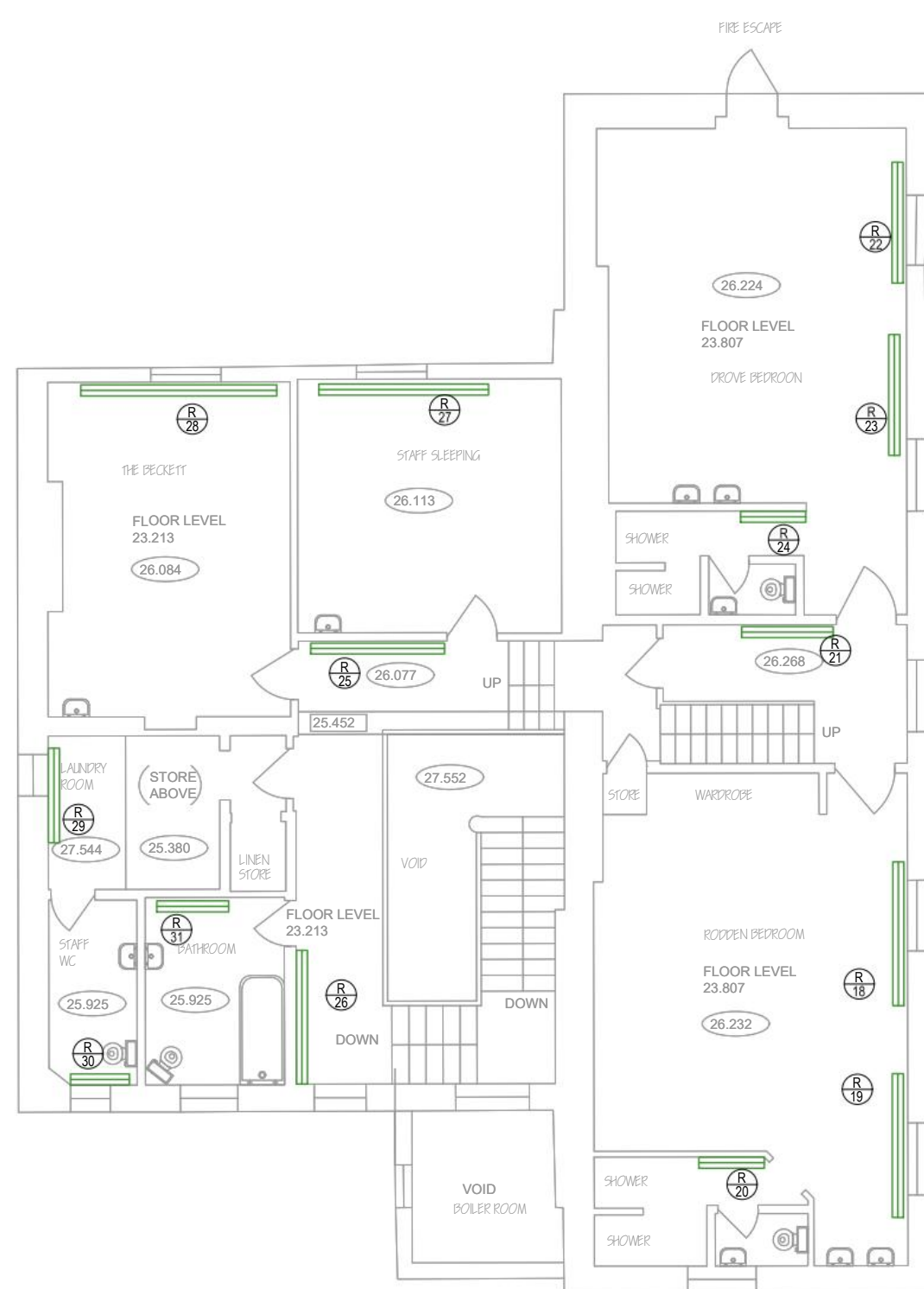
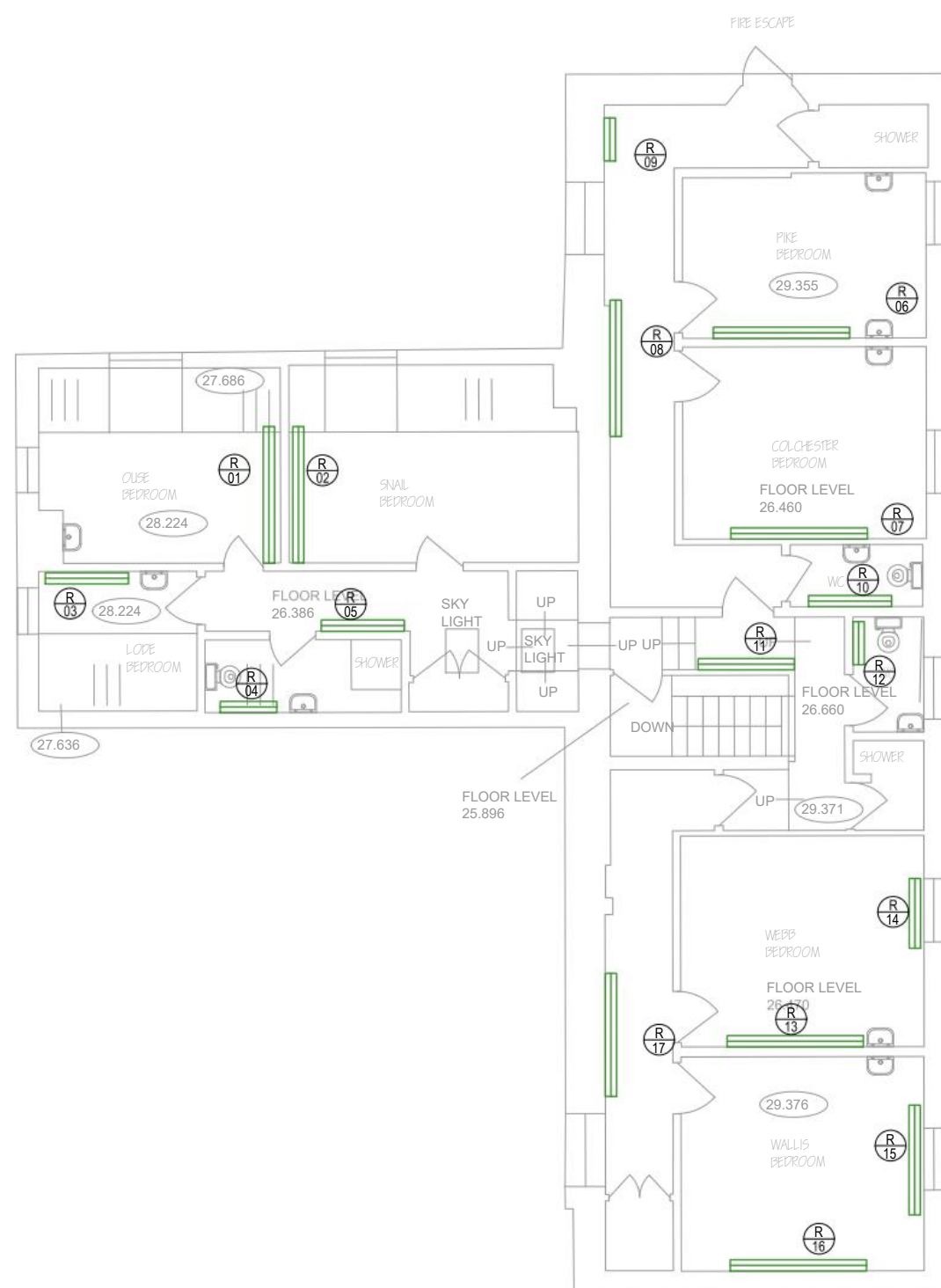
PROJECT:
CLIMATE FUND RENEWABLE HEATING WORKS

TITLE:
**BURWELL HOUSE
MECHANICAL SERVICES INSTALLATION
NEW HEATING SERVICES LAYOUT**

DRAWN BY: MM SCALE: 1:100 @ A1
CHECKED BY: AH DATE: 11/08/2020
STATUS:
TENDER

DRAWING No:
PROJECT: ORG: ZONE: LEVEL: TYPE: ROLE: NUMBER: REV:
5012734 RDG Z16 00 PL M 001 T1





RADAR RESULTS									
Ref	Item	Obs	WSP	Wind	Head Loss	WSP	WSP	WSP	Comments
		(mm)	(mm)	(mm)	(mm)	(mm)	(mm)	(mm)	
#1	House	1210	124	143	0.00	2500	1500	1500	LF1 - Pika OK
#2	Food Storage	1210	124	143	0.00	2500	1500	1500	LF1 - Pika OK
#3	Water	1210	124	143	0.00	2500	1500	1500	LF1 - Pika OK
#4	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#5	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#6	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#7	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#8	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#9	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#10	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#11	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#12	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#13	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#14	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#15	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#16	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#17	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#18	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#19	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#20	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#21	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#22	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#23	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#24	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
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#27	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#28	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#29	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#30	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#31	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#32	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#33	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#34	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#35	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#36	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#37	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#38	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#39	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#40	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#41	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK
#42	Local Bunker	957	133	108	0.00	2500	1500	1500	LF2 - Pika OK

The contractor shall supply and install heat meters to monitor heat generation from the ASHP units.

The contractor shall modify and extend new LTHW F&R pipework from the existing pop ups to serve all new radiators

All radiators shall be fitted with TRVs and LSVs (not shown for clarity).

All new LTHW F&R pipework shall be insulated. Pipework penetrating fire walls shall be adequately fire protected

The contractor shall supply and install new Home T/MV3 mixing valves for hot water outlets that doesn't have existing thermostatic mixing valves.

The contractor shall retain all domestic hot and cold water pipework.

This drawing shall be read in conjunction with all the schedules, layouts, strip out drawing and other existing site record drawings.

All new CHWS pipework to be insulated

Contractor shall clean and commission all existing thermostatic mixing valves to ensure they are working correctly

Ref	Room Name	St. Date	INDICATOR SCHEDULE							
			Start (HH)	End (HH)	Head Count	Stays/Sec	Model	Type	Comments	
413	Robben Schieda	2206	645	3871	300	2220	140	Tenpo	21	
421	Shower	156	153	817	300	1600	140	Tenpo	21	
421	Shower	1000	120	120	300	1400	140	Tenpo	21	
421	Shower	2345	517	3102	300	1800	140	Tenpo	21	
421	Shower	441	85	529	300	1600	140	Tenpo	21	
421	Great Staircase	2669	395	3492	300	1600	140	Tenpo	21	
421	Chief Bedroom	1937	366	2313	300	1600	140	Tenpo	21	
421	The Backyard	2475	495	2870	300	1600	140	Tenpo	21	
421	Lambert & Bow	1033	251	1263	300	1400	140	Tenpo	21	
421	Trail W	725	145	871	300	1400	140	Tenpo	21	
421	Bedroom	1719	104	569	300	1400	140	Tenpo	21	

The contractor shall supply and install heat meters to monitor heat generation from the ASHP units.

The contractor shall modify and extend new LTHW F&R pipework from the existing pop ups to serve all new radiators.

All radiators shall be fitted with TRVs and LSVs (not shown for clarity).

All new LTHW F&R pipework shall be insulated. Pipework penetrating fire walls shall be adequately fire protected.

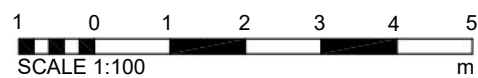
The contractor shall supply and install new Home TMV3 mixing valves to all hot water outlets that doesn't have

The contractor shall retain all domestic hot and cold water pipework.

This drawing shall be read in conjunction with all the schedule layouts, strip out drawing and other existing site related drawings.

All new CHWS pipework to be insulated

Contractor shall clean and commission all existing thermostatic mixing valves to ensure they are working correctly.



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T1	TENDER ISSUE	11/08/2020	MM	AH
REV	DESCRIPTION	DATE	BY	CHKD

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CLIENT



IN ASSOCIATION WITH

PROJECT:

CLIMATE FUND RENEWABLE
HEATING WORKS

TITLE:

BURWELL HOUSE
MECHANICAL SERVICES INSTALLATION
NEW HEATING SERVICES LAYOUT

DRAWN BY: MM	SCALE: 1:100 @ A1
CHECKED BY: AH	DATE: 11/08/2020

STATUS

TENDER

DRAWING No:							
PROJECT:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
5012734	RDG	Z16	01	PL	M	001	T1

Oxford-Cambridge Arc Spatial Framework, Sustainability Appraisal and Shared regional principles

To: Environment and Green Investment Committee

Meeting Date: 16 September 2021

From: Steve Cox, Executive Director, Place & Economy

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Outcome: To allow a response to be submitted by Cambridgeshire County Council ahead of the consultation deadline of Tuesday 12 October.

Recommendation: It is recommended that Committee endorses the proposed response set out in Appendix A, subject to any changes delegated to the Executive Director: Place and Economy, in consultation with the Chair and Vice Chair of the Environment and Green Investment Committee, to allow a response to be submitted before the consultation deadline of Tuesday 12 October.

Officer contact:

Name: Emma Fitch

Post: Assistant Director, Planning, Growth & Environment

Email: emma.fitch@cambridgeshire.gov.uk

Tel: 01223 715531

Member contacts:

Names: Councillors Lorna Dupre and Nick Gay

Post: Chair/Vice-Chair

Email: Lorna.Dupre@cambridgeshire.gov.uk / Nick.Gay@cambridgeshire.gov.uk

Tel: 01223 706398

1. Background

1.1 The Oxford-Cambridge (OxCam) Arc is the name given to the area identified by government as a key economic priority with the potential to be one of the most prosperous, innovative and sustainable economic areas in the world. It is made up of the five ceremonial counties of Oxfordshire, Bedfordshire, Buckinghamshire, Cambridgeshire, and Northamptonshire. It includes:

- 2 County Councils: Oxfordshire and Cambridgeshire.
- 8 Unitary Authorities: Bedford, Buckinghamshire, Central Bedfordshire, City of Peterborough, Luton, Milton Keynes, North Northamptonshire and West Northamptonshire.
- 10 district councils: Cambridge, Cherwell, East Cambridgeshire, Fenland, Huntingdonshire, Oxford, South Cambridgeshire, South Oxfordshire, Vale of White Horse and West Oxfordshire.
- 1 Combined Authority: Cambridgeshire and Peterborough.

1.2 The geographical scope of the OxCam Arc is shown in Figure 1.1 below:

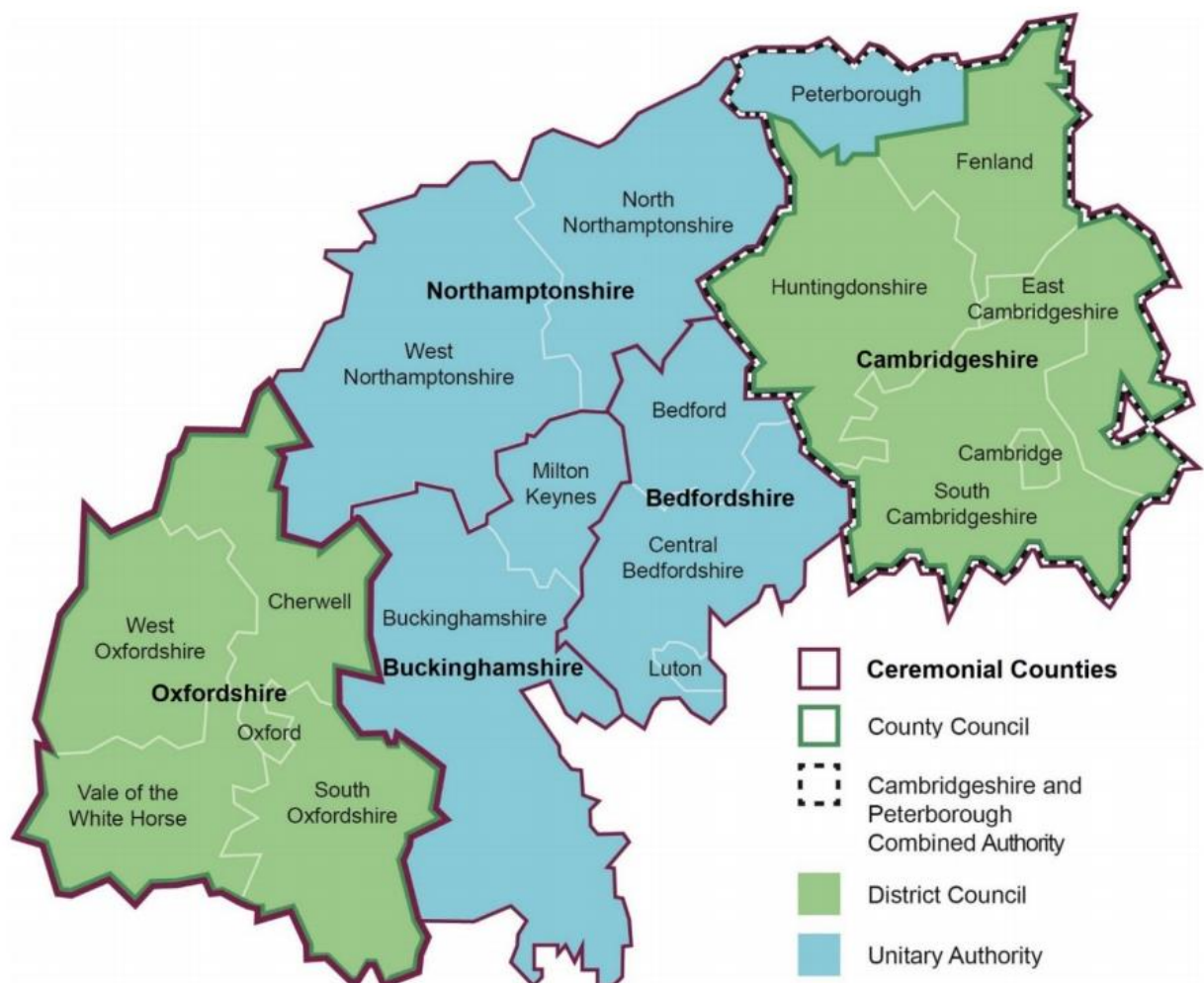


Figure 1.1 – The Oxford-Cambridge Arc

- 1.3 The consultation document published by the Ministry of Housing, Communities and Local Government (MHCLG) on Tuesday 20 July, '[Creating a vision for the Oxford-Cambridge Arc](#)' is the first of 3 planned public consultations on the Spatial Framework. The spatial framework will form part of National Planning Policy (explained further in section 4 of this report) and is intended to guide the future growth of the area until 2050. Although the scope of the consultation is wide ranging, the questions are clearly geared towards members of the public rather than public sector organisations; albeit the consultation is clearly open to public sector organisations to respond. Furthermore, the online electronic submission method used by MHCLG limits the opportunity to provide comments of any substance as responses are restricted to 500 characters (including spaces) per topic area, which is why officers are proposing to send the fuller response set out in Appendix A by e-mail to avoid missing the opportunity to provide the Council's full views on this consultation. Whilst this is only the first of three consultation phases, where we would expect to have further opportunity to provide more detailed commentary and evidence to help guide the development of the OxCam Arc spatial framework in Spring and Autumn 2022, it is still essential to set out our views at a county level at an early stage. We are therefore focussing the responses for this first round of consultation on the key themes and our proposed county wide high level principles which emphasise the Council's priorities taken from the joint administration agreement, officer comments, corporate plans, strategies and planning policies. This will provide a 'hook' for future consultations and discussions at a later date, whilst demonstrating that key concerns and priorities have been raised early on in the consultation process for the whole County and not just for those settlements within the OxCam Arc area.
- 1.4 Alongside the above Spatial Framework, the government has published the [Sustainability Appraisal Scoping Report](#) for consultation, with its related Annex document. The Sustainability Appraisal (SA) is designed to inform the development of the Spatial Framework and ensure that sustainability is at its heart. The consultation is supported by a new and innovative digital engagement platform designed to give a voice to the wider community, as well as traditional engagement methods such as workshops. However, as emphasised in paragraph 1.3 above, the digital platform and electronic submission for the consultation appear to have been designed for the benefit of local residents rather than public organisations and therefore comes with its own limitations that makes it difficult for the Council to put across the breadth of challenges such a vision would have at a County level through that format.
- 1.5 Feedback from this consultation will help, it is stated, to shape the vision for the Spatial Framework and ensure that it is built on the priorities and aspirations of the communities it will serve, thus creating the Spatial Framework's vision for the Arc to 2050. Using the vision as a foundation, the next document proposed by MHCLG 'Towards a Spatial Framework' is planned to be published for consultation in Spring 2022, focussing on options for delivering the Spatial Framework's objectives based on feedback from engagement, initial evidence gathering and analysis.
- 1.6 The government then hope to publish a draft Spatial Framework for consultation in Autumn 2022, with implementation of the final framework shortly after. The public will be consulted with at each of these stages and government will continue to work closely with local stakeholders throughout. The consultation is open to all members of the public.

- 1.7 With the right interventions and investment, the Government's local economic forecasts suggest that by 2050 we would see economic output in the Arc doubling to over £200bn. The Arc's success is key to the UK's national prosperity, international competitiveness, and ability to meet the challenges and opportunities we will face as a country over the next century, including climate change and supporting nature recovery, technological change, fighting COVID-19 and preventing future pandemics. The OxCam Arc offers a significant opportunity for the government and partners to work together to support the harmonious delivery of improved connectivity, productivity and place-making, whilst ensuring pioneering environmental standards and enhancements are delivered and the Government's 25 Year Environment Plan is put into action. The '[Shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc](#)' will also be key to the development and founding principles for the OxCam Arc, which is why officers have also recommended the endorsement of these published principles, whilst also building upon them in line with comments made on the Spatial Framework and SA.
- 1.8 If Committee endorses the proposed response in Appendix A, subject to any changes delegated to the Executive Director: Place and Economy, in consultation with the Chair or Vice Chair of the Environment and Green Investment Committee, the outcome will be that officers will be able to submit a consultation response to MHCLG on behalf of Cambridgeshire County Council ahead of the deadline of Tuesday 12 October.

2. OxCam Arc Spatial Framework, Sustainability Appraisal and Shared regional principles

- 2.1 The proposed officer response set out in Appendix A covers the OxCam Arc Spatial Framework document; and the Sustainability Appraisal (SA) Scoping Report (and related Annex); which endorse and where appropriate build upon the published 'Shared regional principles for protecting, restoring and enhancing the environment', from a Cambridgeshire County Council perspective. The following paragraphs provide a summary of the OxCam Arc Spatial Framework and SA discussed in Appendix A, alongside the published regional environmental principles, to set out their content and the main areas of comment being proposed.
- 2.2 The OxCam Arc Spatial Framework is split into eight chapters providing an introduction to creating a vision for the OxCam Arc; The Environment; The Economy; Connectivity and Infrastructure; Place-making; Commitment to engaging communities; Commitment to data, evidence and digital tools; and how to Monitor and deliver the Framework. Given that the Spatial Framework proposed will set national planning policy and national transport policy for the whole OxCam Arc area set out in Figure 1.1 above on a strategic scale to shape future local planning decisions on how land is used; how the environment is protected and enhanced; where and what type of new development happens; and what infrastructure is provided; comments have been provided by officers to help inform and shape the planning for the growth proposed in a sustainable and strategic way that ensures that the principles proposed are met. It takes account of the sustainability principles at its core to guide planning decisions and investment under four policy 'pillars' for the environment; the economy; connectivity and infrastructure; and place-making. The challenges and competing demands in achieving these aspirations, not least based on the different tiers of decision making that exist across the Arc are drawn out in the proposed response. As part of the consultation the Government is seeking to identify potential delivery mechanisms for the

investment priorities within the Spatial Framework, which includes the potential to set up a new Arc Growth Body, discussed further in paragraph 4.5 below.

- 2.3 The OxCam Arc Spatial Framework SA is also split into eight chapters providing an introduction to sustainability appraisal; The OxCam Arc area; Why doing a SA; the Strategic Context; Scoping of Key Effects; How carrying out the assessment; How to communicate the results; and Your Views. The SA will address environmental, social and economic factors to ensure that the wider impacts of policies as they are developed within the Spatial Framework are taken into account and will follow the legislative requirements for this process. The proposed approach is seeking not only to assess the impacts of draft policies but to embed sustainability into the development of policies and the creation of the Spatial Framework. Views have focused on the key issues and opportunities that should be the focus of the appraisal based on the questions set in Chapter 8 of the document. The document acknowledges that infrastructure underpins economic growth, and across the Arc inadequate infrastructure in housing, transport, utilities and digital platforms is a key constraint for the area that needs to be considered on a strategic scale to address inadequacies and deliver new well-planned infrastructure which integrates natural capital, whilst supporting economic and population growth.
- 2.4 The published 'Shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc' produced by the OxCam Arc Environment Working Group, with input from a range of organisations such as local nature partnerships, Natural England, the Environment Agency and Anglian Water, have been set to effectively create a 'Green Arc' as an internationally significant exemplar for the very best in sustainable living and working, for practical ways to doubling nature, and innovative solutions to energy and water shortages as well as stimulating a green economy. The 5 principles are made up of working towards a target of net zero carbon at an Arc level by 2040; to protect, restore, enhance and create new nature areas and natural capital assets; to be an exemplar for environmentally sustainable development in line with the ambitions set out in the Government's 25 year plan; ensure that existing and new communities see real benefits from living in the arc; and using natural resources wisely. These principles have been created to form the basis for the creation of an OxCam-wide Environmental Strategy that will embrace everything from green spaces, to housing standards, to sustainable transport, energy generation and transmission and water management and conservation. The foreword written by Councillor Bridget Smith as the Leader of South Cambridgeshire District Council and the Chair of the Arc Environment Working Group acknowledges that if "*we are to double economic growth along the OxCam Arc then as a minimum we must be doubling nature and ensuring that the Arc leads the way in the zero carbon living and working of the future*". The regional principles are a statement of regional intent that includes the protection, restoration and enhancement of the environment (air, water, land, soil, biodiversity), net biodiversity and net environmental gain, net zero carbon, the sustainable use of resources. The principles align with the government's 25 year Environment Plan and the commitment in the joint declaration to embody the 25 year plans goals and ambitions. The regional principles were shared and agreed with the previous leader of the Council, which is why officers are seeking to endorse these, and where necessary build upon them in our high level County Council principles set out in section 3 below as part of our response in Appendix A.

3. High level principles

- 3.1 The following high level principles have been identified by officers in relation to the Spatial Framework consultation document, to help clarify the expectations of the Council and align with feedback already provided by the Highways and Transport Committee on 22 June 2021 in relation to the East / West Rail proposals:

General principles

- This is a Government initiative, and not an initiative that has been created or is being led by Cambridgeshire County Council.
- The amount and detail of information within the consultation is not sufficient or adequate in order to respond with any detail or certainty.
- The Council's engagement in the process should not in any way be construed as endorsement of what is being put forward.

Growth

- Any growth from the Arc must be led through the Local Plan process and be fully justified on need in terms of housing numbers etc., which must come forward with benefits for existing communities as a priority – particularly for those communities in Cambridgeshire that are close to the border with Bedfordshire for example, that may experience wider implications outside of Cambridgeshire itself.
- The locations for future growth (including those close to borders with other Councils) should primarily be chosen based on opportunities to enhance and complement existing communities supported by the local plan process rather than being informed by transport routes such as East / West Rail. This is because the right locations for growth should come first, to then allow the alignment of the transport routes and solutions to be informed, which can then avoid any unnecessary segregation of existing and new communities leading to unsustainable development. Any transport infrastructure, including any final route for East / West Rail and related stations should therefore be based on the appropriate locations for growth in the Ox-Cam Arc and the appropriate scale of that growth, where it is clear if this is in addition to locally planned growth or instead of, which must align with national guidance on justifying additional housing numbers.
- The necessary infrastructure to support such growth, including the final route for East / West Rail, should be informed by the consideration of existing settlements and how new proposals will complement or enhance existing areas. This will need to take account of health, education and social infrastructure, including connectivity via public rights of way (PROW) and non-motorised user (NMU) routes, as well as access to green open spaces, and not be based simply on transport and economic requirements.
- An understanding of total waste arisings and mineral requirements (including the use of railheads where mineral does not geologically exist within the OxCam Arc area) will need to be understood and planned for in advance, which include opportunities for a reduction in waste and better use of resources in line with the circular economy, sustainable use of mineral resources close to the source of need, water storage, biodiversity benefits and access to open spaces for new communities, all of which need to be planned in at the very early stages of conception rather than being left to the end of such projects.

Carbon and Climate Change

- Any new growth requirements should demonstrate how they will help achieve the County's aspirations for Net Zero – which should look at this holistically starting with the location and

the type of housing and infrastructure proposed, so that any growth can contribute to the decarbonisation agenda from day one.

- The growth proposed should show how it complements existing communities and shows economies of scales that will allow a mixed use development that provides job opportunities and a reduction in travel and access to services to then inform things like the East / West Rail route.

Environmental / Social impacts

- Endorsement of the shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc, produced by the OxCam Arc Environment Working Group set out in paragraph 2.4; whilst building on these to ensure that net zero is brought forward and wherever possible in line with the Council's aspirations for a target of 2030, and to ensure that the historic environment is built into the shared regional principles.
- Any new growth development sites should contribute to doubling nature to offset adverse construction impacts and give new communities access to open green spaces that will assist with health and well-being benefits for both the existing and new communities.
- Any new growth development sites should contribute to maximising positive health and wellbeing outcomes for all, and where possible should narrow the gap in health inequalities.
- The natural and historic environment should be used to inform and develop the growth area, rather than come along at the end of the process. This should demonstrate access to such areas for communities and for the protection of our heritage, whilst recognising local unique identities and creating a sense of place.
- Management of water storage and use, including flood mitigation measures, should be considered at an early stage to inform the locations of growth and any impacts on existing communities.

Integration and connectivity

- The new growth areas should be designed to complement and enhance existing communities to facilitate wider opportunities for local public transport services and connection to projects such as East / West Rail or new non-motorised user routes, including PROW, rather than be based on the alignment of such routes without looking at how it will sit alongside existing settlements.
- A strategic railway scheme design and service specification to support this growth should be based on the best place for sustainable growth which allows for a flexible mix of fast inter-regional and local stopping passenger services, and for freight services.
- High quality pedestrian and cycle links designed on the standards set out in LTN 1/20 should be provided between existing settlements and new communities, which then link to new transport proposals and interchanges such as East / West Rail.
- The design and delivery of active travel measures, such as walking and cycling facilities, and measures that support and enhance the health and well-being of existing residents must be prioritised and demonstrated in any future designs or proposals for the vision brought forward.
- NMU routes should be inclusive of all NMUs including equestrians in accordance with paragraph 98 of the National Planning Policy Framework (NPPF) July 2021 and the Cambridgeshire Rights of Way Improvement Plan, wherever possible. This also applies to roadside NMU routes.

Economic Development and ‘Levelling Up’

- The spatial vision should maximise the benefits from the proposed local economic forecasts from this key economic priority to ensure that the whole Arc area benefits from the prosperity, competitiveness and economic recovery from COVID-19 discussed in the high level principles set out in the consultation documentation, which includes levelling up across the whole Arc area, and in the case of Cambridgeshire reaching out to benefit Fenland.

3.2 Subject to approval by this Committee, the above high level principles, which endorse and where necessary build on the published regional environment principles discussed in section 2 above, will be finalised using delegated powers and included in the Council’s formal response to ‘Creating a vision’ question 2 (set out in draft in Appendix A to match the above text).

4. Resource and Decision-Making Implications

- 4.1 Council officers are already engaged in conversations with MHCLG and Homes England on key topics and through working groups on Design and Placemaking; Engagement; Routes to Delivery; and the Emerging Technical Evidence Base, to ensure that we are able to help shape and influence proposals in the OxCam Arc, that address our aspirations, whilst also being mindful of some of the concerns that will be held by local communities and our residents within Cambridgeshire. It also allows officers to ensure that there is consistency of information, particularly around related projects such as the East / West Rail.
- 4.2 Discussions around opportunities such as biodiversity net gain and water storage through the forward planning of mineral borrow pits for example, for landscape scale restoration that have been promoted by the Royal Society for the Protection of Birds (RSPB), have also been acknowledged and discussed in wider regional meetings to engage with the mineral and waste industry for example, rather than limiting the proposals to just local businesses and housebuilders.
- 4.3 The ambitious MHCLG timescales for consultation and policy development set out in paragraphs 1.3 to 1.5 mean that a challenging timescale of meetings for officers is currently being undertaken, alongside wider Nationally Significant Infrastructure Projects (NSIPs). This resource pressure is being felt by all tiers of the decision making process, so lead officers are trying to avoid duplication of officers where possible and to create a co-ordinated approach with both the Combined Authority; and our City / District Council colleagues. This brings into question who is best placed to lead this work and where the relevant duties fall to ensure that all relevant matters are picked up. Given the scale of the OxCam Arc shown in Figure 1.1 and the number of decision making bodies with different duties identified in paragraph 1.1 this interaction and proposed delivery mechanism will be essential for local input and understanding.
- 4.4 The proposed status of the OxCam Arc Spatial Framework within the planning system is shown in Figure 1.2 below; but effectively as it would form part of the national planning and transport policy that informs local Development Plans including Local Plans and Neighbourhood Plans (which includes the Council’s recently adopted minerals and waste local plan), Local Transport Plans, and Local Industrial Strategies within the area and local decision making, where decisions on planning applications would need to take spatial framework into account as a material planning consideration; it is of crucial importance that

the final document contains policies and proposals that support and align with our Council priorities and ambitions:



Figure 1.2 – Status of the OxCam Arc Spatial Framework within the planning system

- 4.5 As part of the consultation the Government is seeking to identify potential delivery mechanisms for the investment priorities within the Spatial Framework. For example, the government is considering setting up a new Arc Growth Body¹. This provides an opportunity to also consider the role the body could potentially play in driving forward the Arc's investment priorities identified in the Spatial Framework to help unleash the area's potential as a global innovation powerhouse by promoting the Arc internationally. The intention is for the Government to work with local partners to ensure that the Growth Body is tailored to the region's unique opportunities.

5. Alignment with corporate priorities

5.1 Communities at the heart of everything we do

The development of the OxCam Arc Spatial Framework has the potential to impact on existing and new communities within Cambridgeshire. The ability to shape and influence the vision for the area and align it with the Council's priorities will therefore be key.

5.2 A good quality of life for everyone

Ensuring that the focus on developing the Spatial Framework includes the natural and historic environment and the shared regional principles for protecting, restoring and enhancing the environment will ensure that a good quality of life for everyone in existing and new communities will be protected, which includes local issues such as flooding and water management.

¹ See press release from Ministry of Housing, Communities and Local Government on the intention to establish the Arc Growth Body, available at: <https://www.gov.uk/government/news/government-plan-to-transform-oxford-cambridge-arc-into-uk-s-fastest-growing-economic-region>

5.3 Helping our children learn, develop and live life to the full

Ensuring that we plan for the right infrastructure, at the right time and in the right location will be key to ensuring that we maintain our support in ensuring the children of Cambridgeshire learn, develop and live life to the full.

5.4 Cambridgeshire: a well-connected, safe, clean, green environment

Having an opportunity to shape and inform the Spatial Framework provides an opportunity to ensure that the vision and principles that form part of it, adequately take account of the Council's climate change agenda and aspirations to ensure that Cambridgeshire is a well-connected, safe, clean and greener environment.

5.5 Protecting and caring for those who need us

It will be essential for the Spatial Framework to take account of all members of the community, which needs to ensure that residents that need additional protection or care are adequately catered for. Providing new communities that are able to support, protect and care for the needs of residents will be essential, as has been evidenced in existing communities during the recent COVID-19 pandemic.

6. Significant Implications

6.1 Resource Implications

The report above sets out details of significant implications in paragraphs 4.1 to 4.3.

6.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

6.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

6.4 Equality and Diversity Implications

There are no significant implications within this category.

6.5 Engagement and Communications Implications

There are no significant implications within this category, particularly as assistance with the engagement and community strategy is being led by the Cambridgeshire and Peterborough Combined Authority, with input from our communications team.

6.6 Localism and Local Member Involvement

The consultation programme allows for all elected Members and communities to engage in the process, so there are no significant implications identified within this category.

6.7 Public Health Implications

The built Environment has significant implications on health both at an individual and population level, these impacts are outlined in the body of the report and in the appendix.

6.8 Environment and Climate Change Implications on Priority Areas:

6.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: Whilst there is a good potential for the Spatial Framework to lead to a positive status the detail is not yet known so all implications have been set at neutral for the purpose of this report.

6.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Neutral

Explanation: Whilst there is a good potential for the Spatial Framework to lead to a positive status the detail is not yet known so all implications have been set at neutral for the purpose of this report.

6.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/neutral/negative Status: Neutral

Explanation: Whilst there is a good potential for the Spatial Framework to lead to a positive status the detail is not yet known so all implications have been set at neutral for the purpose of this report.

6.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: Whilst there is a good potential for the Spatial Framework to lead to a positive status the detail is not yet known so all implications have been set at neutral for the purpose of this report.

6.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: Neutral

Explanation: Whilst there is a good potential for the Spatial Framework to lead to a positive status the detail is not yet known so all implications have been set at neutral for the purpose of this report.

6.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Neutral

Explanation: Whilst there is a good potential for the Spatial Framework to lead to a positive status the detail is not yet known so all implications have been set at neutral for the purpose of this report.

6.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive/neutral/negative Status: Neutral

Explanation: Whilst there is a good potential for the Spatial Framework to lead to a positive status the detail is not yet known so all implications have been set at neutral for the purpose of this report.

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: Henry Swan

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: Emma Fitch

Have any Public Health implications been cleared by Public Health? Yes
Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?
N/A

7. Source documents guidance

7.1 Source documents

1. Creating a vision for the Oxford-Cambridge Arc Consultation
2. Oxford-Cambridge Arc Spatial Framework Sustainability Appraisal Scoping Report
3. Annex to the Spatial Framework Sustainability Appraisal Scoping Report
4. Shared regional principles for protecting, restoring and enhancing the Oxford-Cambridge Arc

6.2 Location

1. [Creating a vision for the Oxford-Cambridge Arc](#)
2. [Sustainability Appraisal Scoping Report](#)
3. [Sustainability Appraisal Scoping Report Annex](#)
4. [Shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc](#)

SPATIAL FRAMEWORK: Creating a vision for the Oxford-Cambridge Arc:

Creating a vision

Q1: What place could it be? What words come to mind?

Supportive of all the words listed under Question 1. However, see the answer to Question 2 below, as the high level principles set out will depend on the outcomes and the answer to this question should not be seen as support by Cambridgeshire County Council in any way.

Q2: If you can, we would love you to tell us more about your vision for the Arc to 2050.

The following high level principles have been set on behalf of Cambridgeshire County Council for the vision for the Arc to 2050:

General principles

- This is a Government initiative, and not an initiative that has been created or is being led by Cambridgeshire County Council.
- The amount and detail of information within the consultation is not sufficient or adequate in order to respond with any detail or certainty.
- The Council's engagement in the process should not in any way be construed as endorsement of what is being put forward.

Growth

- Any growth from the Arc must be led through the Local Plan process and be fully justified on need in terms of housing numbers etc., which must come forward with benefits for existing communities as a priority – particularly for those communities in Cambridgeshire that are close to the border with Bedfordshire for example, that may experience wider implications outside of Cambridgeshire itself.
- The locations for future growth (including those close to borders with other Councils) should primarily be chosen based on opportunities to enhance and complement existing communities supported by the local plan process rather than being informed by transport routes such as East / West Rail. This is because the right locations for growth should come first, to then allow the alignment of the transport routes and solutions to be informed, which can then avoid any unnecessary segregation of existing and new communities leading to unsustainable development. Any transport infrastructure, including any final route for East / West Rail and related stations should therefore be based on the appropriate locations for growth in the Ox-Cam Arc and the appropriate scale of that growth, where it is clear if this is in addition to locally planned growth or instead of, which must align with national guidance on justifying additional housing numbers.
- The necessary infrastructure to support such growth, including the final route for East / West Rail, should be informed by the consideration of existing settlements and how new proposals will complement or enhance existing areas. This will need to take account of health, education and social infrastructure, including connectivity via public rights of way (PROW) and non-motorised user (NMU) routes, as well as access to green open spaces, and not be based simply on transport and economic requirements.

- An understanding of total waste arisings and mineral requirements will need to be understood and planned for in advance, which include opportunities for a reduction in waste and better use of resources in line with the circular economy, sustainable use of mineral resources close to the source of need, water storage, biodiversity benefits and access to open spaces for new communities, all of which need to be planned in at the very early stages of conception rather than being left to the end of such projects.

Carbon and Climate Change

- Any new growth requirements should demonstrate how they will help achieve the County's aspirations for Net Zero – which should look at this holistically starting with the location and the type of housing and infrastructure proposed, so that any growth can contribute to the decarbonisation agenda from day one.
- The growth proposed should show how it complements existing communities and shows economies of scales that will allow a mixed use development that provides job opportunities and a reduction in travel and access to services to then inform things like the East / West Rail route.

Environmental / Social impacts

- Endorsement of the shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc, produced by the OxCam Arc Environment Working Group set out in paragraph 2.4; whilst building on these to ensure that net zero is brought forward and wherever possible in line with the Council's aspirations for a target of 2030, and to ensure that the historic environment is built into the shared regional principles.
- Any new growth development sites should contribute to doubling nature to offset adverse construction impacts and give new communities access to open green spaces that will assist with health and well-being benefits for both the existing and new communities.
- Any new growth development sites should contribute to maximising positive health and wellbeing outcomes for all, and where possible should narrow the gap in health inequalities.
- The natural and historic environment should be used to inform and develop the growth area, rather than come along at the end of the process. This should demonstrate access to such areas for communities and for the protection of our heritage, whilst recognising local unique identities and creating a sense of place.
- Management of water storage and use, including flood mitigation measures, should be considered at an early stage to inform the locations of growth and any impacts on existing communities.

Integration and connectivity

- The new growth areas should be designed to complement and enhance existing communities to facilitate wider opportunities for local public transport services and connection to projects such as East / West Rail or new non-motorised user routes, including PROW, rather than be based on the alignment of such routes without looking at how it will sit alongside existing settlements.
- A strategic railway scheme design and service specification to support this growth should be based on the best place for sustainable growth which allows for a flexible mix of fast inter-regional and local stopping passenger services, and for freight services.
- High quality pedestrian and cycle links designed on the standards set out in LTN 1/20 should be provided between existing settlements and new communities, which then link to new transport proposals and interchanges such as East / West Rail.

- The design and delivery of active travel measures, such as walking and cycling facilities, and measures that support and enhance the health and well-being of existing residents must be prioritised and demonstrated in any future designs or proposals for the vision brought forward.
- NMU routes should be inclusive of all NMUs including equestrians in accordance with paragraph 98 of the National Planning Policy Framework (NPPF) July 2021 and the Cambridgeshire Rights of Way Improvement Plan, wherever possible. This also applies to roadside NMU routes.

Economic Development and ‘Levelling Up’

- The spatial vision should maximise the benefits from the proposed local economic forecasts from this key economic priority to ensure that the whole Arc area benefits from the prosperity, competitiveness and economic recovery from COVID-19 discussed in the high level principles set out in the consultation documentation, which includes levelling up across the whole Arc area, and in the case of Cambridgeshire reaching out to benefit Fenland.

Q3: How do you feel overall about the future of the Arc? What are your hopes and fears?

By taking a cohesive and ‘up-front’ approach to environmental matters across the entire OxCam Arc, there is potential to deliver benefits for the natural and historic environment, including access to it and sustainable modes of transport to support it, to positively influence and be influenced by growth across the whole area and to ensure that development in one area does not adversely impact another. This would present an opportunity to deliver broader environmental benefits for current and new residents, provided it is managed, resourced and delivered appropriately and in line with the high level principles set out in our response to Q2 above. This approach also aligns with our climate change commitments as a Council.

The fear is that if the growth areas are not planned and informed through local knowledge and a sound evidence base, with both the location and quantum of growth understood at an early stage to help inform key transport options, mineral and waste requirements, infrastructure provision and timing, viability, impacts on the natural and historic environment, and relationships to existing communities to include implications for water management and flood risk etc. the vision will be informed and led instead by transport alignments that may well create segregation of communities rather than cohesion and ultimately unsustainable development where the opportunities for the natural and historic environment, including using mineral borrow pits close to the source of the need with beneficial aftercare and water storage opportunities, will be missed. Furthermore, without the ability to feed into growth areas close to the County borders, the holistic consideration across the wider Arc area won’t be understood and could be to the detriment of existing communities and their residents, particularly in relation to flood mitigation and resilience.

Q4: What do you think are the most important things that it needs to do, as a strategic plan, to achieve this? Work at an Arc-wide level to tackle shared issues/ opportunities on the Environment; Economy; Connectivity and growth; Place-making; and Supporting monitoring and delivery?

As set out in our response to Q3 above, the Spatial Framework will need to be informed by early engagement and collaboration with key planning and environment stakeholders and local communities, a sound-evidence base (which includes consideration of mineral and waste arisings and the infrastructure required to support the growth), and a recognition of the cross-cutting contribution that some key elements, such as the historic environment, can play in the sustainability pillars, including the significant role they can make to the success of sustainable

economic growth in the Arc. In relation to the historic environment example broad guidance is available on the Historic England website at: <https://historicengland.org.uk/research/heritage-counts/> including: Heritage and the Economy (2020); Heritage and the Environment (2020); Heritage and Society (2020). This would fit with the government thoughts that ‘a joined-up, long-term approach to planning for growth is the best way to realise our ambitions for economy and sustainability in the Oxford-Cambridge Arc’ (paragraph 1.5 of the Spatial Framework).

In line with our response to Q3 above, it will be essential that the evidence base genuinely informs the location and quantum of growth that can be clearly evidenced for the whole of the OxCam Arc (which allows any cross border issues to be understood and planned for), that then feeds into the wider mineral and waste requirements and the use of borrow pits that can assist with restoration and open space aspirations etc., before then considering the transport solutions and infrastructure required to support the growth; as with the East / West Rail and A428 proposals coming forward first there is a risk that everything is being planned in the wrong order that ultimately may lead to a lack of cohesion between existing and new communities and growth taking place in the wrong location at the wrong time.

Q5: If there is anything you would like to add, we would love you to tell us.

The Spatial Framework should demonstrate how the Council’s high level principles set out in response to Q2 above have been taken into account when setting out the future vision for the OxCam Arc. It should also define the approach that will be taken to deliver the vision and its role in decision making and local plan preparation; whilst also being clear on the community and economic benefits to existing settlements, market towns and villages across the whole Arc area and out into the wider County and adjoining Unitary areas, and clearly set out the location and quantum of growth proposed that can be justified in the local plan process, which should aim to avoid speculative unsuitable development. In setting out the above it should define how the vision will be supported by infrastructure and access to green open spaces, and be designed to complement the climate change aspirations of all the Councils in the region. This will need to take account of development viability and the aspiration to develop mixed use settlements that cater for all age groups with the necessary educational and health care facilities and wider social infrastructure needs for new communities.

The Environment

Green spaces, nature and biodiversity

Q1: Making sure the natural environment is protected, restored and improved. For example, improving new and existing green spaces. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – Cambridgeshire has one of the lowest amounts of biodiversity sites and accessible green space in the country and the OxCam Arc Spatial Framework should take this opportunity to create more high quality natural habitats and improve existing habitats following the [Lawton Review](#) Principles of “bigger, better and more joined up”. Cambridgeshire & Peterborough is also one of the Future Parks pilot projects which aims to understand how more high quality accessible greenspace can be provided at all levels from Local parks to Country Parks. We should be using the findings of this project to better inform greenspace provision, sustainable funding and management across the whole of the OxCam Arc area. Furthermore, it should also apply to the historic (manmade) environment but with the revised wording of ‘protected, conserved and

enhanced where possible'. The historic and natural environment are closely interrelated and interwoven and this needs to be recognised as part of the work towards setting the direction of travel for the OxCam Arc. In seeking to achieve the above, the Spatial Framework would also be in line with the Council's climate change aspirations and the high level principles proposed for the OxCam Arc by Cambridgeshire County Council.

Q2: Making sure the most is made of the natural environment and that all people can have access to it. For example, making improvements to woodlands, wetland, green space and water and making sure people can visit them if they want to. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – As already highlighted in our response to Q1 above, it is essential that the OxCam Arc Spatial Framework protects and enhances, creates and delivers nature recovery networks and delivers on biodiversity net gain, in line with the Council's climate change aspirations. The Spatial Framework also needs to improve access to greenspace and the wider countryside through maintaining and enhancing all the public rights of way networks across the OxCam Arc area to encourage residents to become more active especially following the recent COVID-19 Pandemic and the increased use of local greenspaces and our public rights of way network. The vision also needs to plan in and provide more strategic green spaces where visitor centres can be used as gateways for attracting more people to use and understand the natural environment around them, which can also assist with the economic recovery. Furthermore, the COVID-19 lockdown has also recently highlighted the importance of the natural historic environment, in addition to the green spaces, in playing a vital role in our nation's mental health and wellbeing. The council is one of the current cohort in the 'Future Parks Accelerator' programme, supported by the National Lottery Heritage Fund, MHCLG and National Trust to explore new and innovative ways to manage, use and fund our open spaces whilst providing benefits for natural capital and biodiversity. We would hope that our learning can influence the wider OxCam Arc area.

Q3: Making sure new growth leaves the environment in a better state than before. For example, keeping land in its natural state, and making it more wild, where appropriate. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important - As previously mentioned, Cambridgeshire has one of the lowest amounts of biodiversity and accessible greenspace. This has led to some of our key biodiversity sites reaching their "carrying capacity" and are now suffering physical and ecological damage. This is one of the issues that the Future Parks Project is seeking to address and is working with local developers to look at how we can provide high quality accessible greenspace that takes some of the pressure off our key biodiversity sites whilst at the same time ensuring that Cambridgeshire remains an attractive place for people to live and work in. In ensuring that new growth leaves the environment in a better state than before, it is also important that this is applied to the historic environment as well. England's diverse cultural heritage is under constant threat from extreme weather events, development pressures and changes to land-use and agricultural practices, which any new growth should ensure puts in place measures to avoid, reduce or mitigate further harm.

Q4: Anything else to add about your vision for green spaces, nature, and biodiversity?

It is disappointing that the 'Historic Environment' is not included under the consultation questions for the 'Environment' or indeed at all in chapter 2 of 'Creating the Vision...', nor the interweaving relationship with the natural environment recognised. Human activity has helped shape the natural

environment for millennia leaving evidence, for example, in the form of, field systems, woodland management, parklands, paths, routeways, buildings, water and the biodiversity and land use activities they support. In-turn, the natural environment and its geography, climate and geology have all influenced settlement patterns, industrial processes, building design and materials and subsistence activities.

Changes to existing green and blue spaces that also contain heritage assets, e.g. through increasing visitor numbers/opening up access, will need to consider the potential challenges and opportunities for the historic environment as well as the natural environment. The siting and creation of new green and blue spaces will also need to consider such issues as the impacts upon the existing historic landscape character of the area and its archaeological remains and the opportunities for restoration and improvement works. Furthermore, opportunities to bring the natural environment into the health agenda should be explored and how we can develop a Natural Health Service through social prescribing, improving the health and wellbeing of all our local residents for existing and new communities.

Climate change resilience and net zero

Q5: Making sure new development helps to achieve net zero carbon at an Arc level towards national net zero targets. For example, through good design, sustainable travel choices, renewable energy and trapping carbon. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – In addition to the high level principles proposed by Cambridgeshire County Council that align with our climate change aspirations, we would also remind you that carbon reduction and other environmental benefits can also be achieved through sympathetic refurbishment and retrofit of existing historic buildings as well as through the construction of new.

Q6: Making sure that new development can respond to the current and future effects of climate change. For example, through new carbon emissions, water use, water disposal and renewable energy targets. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – Given the recent flooding issues and also water shortages in our county it is essential that any new development can respond to both current and future effects of climate change in relation to water management and stress, which should also take account of any implications to existing communities downstream etc. Any new development will also need to demonstrate how it will achieve the Council's aspirations for Net Zero which should be considered holistically starting with the type of housing and infrastructure proposed, so that any growth can contribute to the decarbonisation agenda from day 1. These expectations align with our high level principles set out in this consultation response and will need to be demonstrated as part of any future vision.

Q7: Anything else to add about your vision for climate change and/ or the contribution to net zero?

The climate change allowances and targets should be bold, including the Net Zero target being brought forward and wherever possible in line with the Council's aspiration for a target of 2030. A more robust approach to flood mitigation & resilience is also encouraged as identified in our responses above, and promotion of opportunities for low carbon housing & manufacturing techniques, with renewable and clean energy, grey water recycling & district wide heating to be considered on a county scale. Furthermore, ensuring that the historic environment is built into the

shared regional principles already published, with a stronger understanding of the links between the natural and historic environment will also benefit the vision for climate change and Net Zero opportunities.

Air quality and waste

Q8: Making sure new development helps to improve air quality within the Arc. For example, through high quality design, low emission zones and sustainable transport. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – It is essential that any new development seeks to improve the air quality within the OxCam Arc area and beyond. The consideration of low emission zones and improved sustainable transport infrastructure for both new and existing communities will be essential in delivering this aspiration. The County Council is particularly supportive of ways to encourage modal shift away from car use and ensuring the right infrastructure is in place at the right time to achieve this will be crucial.

Q9: Taking a combined approach to air quality across the Arc. For example, through being careful about where each land uses should go, supporting journeys via public transport and active travel and enhancing green spaces and routes across the area. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – The careful planning of land uses, alongside access to green open spaces and sustainable travel options, is particularly supported by the Council across both the OxCam Arc area and into the wider county itself. In achieving this aspiration, it will be important for the Spatial Framework to identify some of the more vulnerable land uses such as schools, hospitals, care homes, play areas, local open spaces (including allotments) and residential development, so that they can be planned in from an early stage to allow air quality to be a key indicator and consideration in the planning process.

Q10: Making better use of resources and managing waste. For example, promoting the re-use of materials, and protecting and improving soil quality and minerals. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – The need to have a better use of resources and managing waste that can move the nation towards a circular economy is strongly supported by the Council. However, at present this chapter in the Spatial Framework does not reflect the principles of a circular economy and instead focuses more on waste rather than keeping resources in use for as long as possible to extract maximum value, which does not reflect the circular economy principles. Given that the SA picks up on the need to consider and support a circular economy, there appears to be a slight disconnect on this at present and it is vital for this element to be stronger in the Spatial Framework and vision moving forward. Given that the reduction and re-use of waste should be paramount to any new development, the vision and supporting SA are very light on waste reduction and re-use, as reducing the quantity of waste generated is at the top of the waste hierarchy and has a greater positive impact on the environment and carbon generation than recycling or other waste treatment technologies, we would expect to see more commitments on this theme in the Spatial Framework and vision moving forward. More detail on these concerns are provided in the comments on the SA, which includes our reservations over the statements about ‘sufficient capacity’ and what waste streams are being considered to obtain this view?

The protection of improving soil quality and mineral resources is also extremely light at present, and it is disappointing that neither the mineral and waste planning authority nor waste disposal authority were contacted to help inform these areas of the Strategic Framework. Given that we do not yet understand the location or quantum of growth being proposed, it is difficult to plan for the mineral and waste needs to support this vision and ensure that the benefits of joined up planning in these areas can make e.g. the use of borrow pits close to the demand with associated water storage and restoration benefits that can come with them. Whilst mineral and waste forums and industry members have been informed of this consultation, without more detail it will be difficult to get their buy-in, which if not planned correctly will lead to additional demand on existing quarries, waste treatment infrastructure and landfill sites that may not be well placed for the growth in question. Given that the mineral will be required to provide the related infrastructure for such growth, and come with opportunities for inert waste to be used in the restoration of sites, it is essential that this is planned in now.

Q11: Anything else to add about your vision for air quality and waste?

It will be important for the Spatial Framework to ensure that any new development does not increase air quality issues further afield and that infrastructure is designed into new communities from the outset to help improve air quality through clean heating in homes, electric charging points and waste recycling storage solutions to help improve recycling rates etc. Whilst it is acknowledged that waste production and treatment does not adhere to county boundaries, the waste planning authority has planned for waste management based on its own arisings, so any proposed technologies should be of a scale that reflects this principle.

Water

Q12: Promoting a combined approach to managing water across the Arc, through protecting water resources, improving water quality and reducing the risk of flooding. For example, treating wastewater, improving water storage, and reusing surface runoff. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – the OxCam Arc region is unique in the fact it is subject to both water stress and flooding. The capture and reuse of surface water for uses such as toilets and gardening etc. provides opportunities to reduce the amount of potable water used where it isn't essential. At the same time, it reduces the risk of surface water flooding by collecting water at source. The OxCam Arc region suffers from increasingly irregular rainfall and shallow run off through the catchments. A long term approach to water management is essential, and reductions in water consumption need to be a driving factor and ambition of the wider vision.

Q13: Making sure new development reduces existing flood risk and is resilient to future flooding. For example, through tree planting and multifunctional sustainable drainage. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – The risk of flooding across the OxCam Arc will increase with climate change if mitigation and management isn't provided. New developments have the opportunity to incorporate measures to protect not only the new communities but also reduce the risk to existing ones. Multifunctional areas can be used for flood storage, biodiversity enhancement, amenity, education and air cooling.

There is an opportunity to be innovative in the balance between surface and foul drainage, the design and construction of houses to be 'flood resilient' and the use of natural flood risk management approaches to meeting the challenges of flooding. Such opportunities should be evident in the Spatial Framework moving forward.

Q14: Improving water availability and cutting the risk of drought. For example, through new sustainable water resources and infrastructure, and measures which reduce water use. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – The risk of drought and water scarcity is increasing across the OxCam Arc. An exemplar scheme that incorporates water capture and reuse can be seen at the North West Cambridge development and similar exemplar opportunities should be designed in from an early stage as part of the vision for the OxCam Arc.

Q15: Anything else to add about your vision for water?

Whilst fluvial flooding presents a significant risk across the OxCam Arc, the risk of surface water flooding is realised more frequently with devastating impacts. The OxCam Arc presents an opportunity to enhance and include green, permeable spaces to manage surface water at source, reducing the risk of surface water flooding to both rural and urban communities.

The Economy

Education and training

Q1: Making sure the Arc keeps growing as a place of educational excellence, partnership and research. For example, through growth which helps existing universities and colleges. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – The Council is fully supportive of this aspiration and already has excellent partnership and research projects with the University, so any opportunities to ensure that new development can help with this relationship is fully supported.

Q2: Making sure the economic benefits of growth are felt by all communities within the Arc. For example, through putting new education and training facilities in places where more people can easily get to go to them. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – The Council is fully supportive of ensuring that new education and training facilities are provided from the economic benefits of growth in suitable locations and properly planned in as part of the Strategic Framework, where more people can easily get to them, particularly through sustainable modes of transport. However, the social contributions that schools can make in place making, often as the first public buildings within the developments, should not be underestimated or lost by only looking at economic returns, as they don't just provide school places but also a facility for wider community use and a focal point for the community in its early days and then beyond, quite often for a large part of the child's formative years.

People's health outcomes are closely linked with their social and economic circumstances. The latest Index of Deprivation (IoD) 2019 provides nationally benchmarked information on key social and economic factors. The IoD for Cambridgeshire shows that a lack of education and skills is a particular issue for the Fenland population, but in all districts, apart from South Cambridgeshire,

there is one or more lower layer super output areas (LSOAs) in the most deprived 10% nationally for this measure. 28% of Peterborough's small areas (LSOAs) are in the most deprived 10% in England. Low educational attainment is linked with poorer health in later life. It means a significant number of local residents will find it more difficult to access, understand and act on information which would help them to stay healthy, and to manage their illnesses.

Q3: Anything else to add about your vision for education and training?

Whilst the Council is fully supportive of the principles in having the highest sustainability standards in terms of NZEB, which aligns with our climate change aspirations, and for using school grounds for managed community use, such as junior club sports, and creating habitat areas and new approaches to tree planting to green developments, reduce carbon and provide cooling and shade in response to climate changes, thereby contributing to open space in new developments; the issue of funding and viability will also need to be considered in the Strategic Framework to avoid a situation where the County Council is unable to deliver this either through a funding gap, or through negotiations with the Government/DfE policies which seek to construct within a certain cost envelope and specification for the building which do not make provision for many of these features. Developers in negotiation of contributions use these costs as the basis for discussions and newer developments are also higher density and there is also a pressure from developers to reflect this in the design of schools and the sites allocated for them (eg North East Fringe of Cambridge) where a restricted site only is available. A restricted site will not offer the same opportunity to benefit the development in some of the ways described in Q2 above, so it is important that the Strategic Framework grapples with this current dilemma and addresses this matter in its vision.

In addition to the above, the ongoing use and reuse of existing historic assets is also inherently sustainable and has low environmental impact, when compared to the construction of new buildings, which should be evident in the Strategic Framework. In developing the Vision for the OxCam Arc, consideration should be given to the scope to grow educational excellence, research and skills training in traditional building techniques. This will not only recognise the importance of traditional building skills to ensure this important sector plays its part in protecting the historic environment but will also support the OxCam Arc's green economy.

Jobs and businesses

Q4: Making sure that the Arc keeps growing as a place for business, science and technology, and innovation. For example, through putting these types of new workspaces in places where they can make the most of cross-sector collaboration. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – It is essential that the Strategic Framework understands all the local economies within the OxCam Arc, including the principles of the Cambridge Phenomenon, so that the right opportunities and complementary benefits are considered across not only the OxCam Arc area but also the whole of Cambridgeshire. An understanding of business and industry types, needs to be understood and considered when planning the future vision for the whole area. Furthermore, consideration of working patterns and types of work following the recent COVID-19 pandemic should also be taken into account, particularly when planning future communities and access to IT infrastructure etc.

Q5: Making sure that existing industries keep growing within the Arc. For example, through putting industries in the best places to suit their needs. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – As already set out in our response to Q4 above, it is essential that the Strategic Framework understands how all the existing industries and businesses function in both the OxCam Arc area and beyond, which will allow siting of new sectors in places that make the most of collaborative working and future economic opportunities for expansion and spin off companies to prosper for the benefit of all the residents of Cambridgeshire. This includes the creation of a skills vision that links into the education and training needs discussed in Q3 above.

In addition, income and employment are the two most significant domains in the IoD 'Income' domain measures, with the proportion of the population experiencing deprivation relating to low income, and the employment domain measuring the proportion of people excluded from the labour market. For deprivation related to low income, Cambridgeshire ranks 132nd least deprived out of 151 upper tier local authorities and for deprivation related to exclusion from the labour market, Cambridgeshire ranks as 135th least deprived. This means that for both income and employment deprivation, Cambridgeshire is in the 10-20% least deprived local authorities nationally. However, this masks differences between the lower tier authorities within Cambridgeshire with a higher proportion of neighbourhoods in Fenland experiencing relatively low incomes - with two LSOAs in Wisbech in the most deprived 10% in England.

Q6: Making sure the Arc builds upon and grows its skills, expertise and capabilities. For example, through making sure people can get around easily to bring the right people to the right job locations. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very important – The Council is very supportive of opportunities that build upon and grow the skills, expertise and capabilities of its residents. However, to achieve this it is essential that any new development should include the provision of easily accessible, all-inclusive NMU routes to encourage and enable healthy, active travel by foot and cycle.

Q7: Making sure that the right types of buildings are provided in the Arc so that businesses can keep growing as well as supporting the green economy. For example, through building new flexible and adaptable workspaces meet the needs of a range of different businesses of different sizes. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – The need for the right types of buildings to be planned in from the outset is fully supported, particularly where consideration has been given to the new ways of working likely to follow the recent COVID-19 pandemic, and designs that ensure sharing of buildings and hubs for various collaboration spaces to exist are prioritised. This should also take account of sustainable and clean energy buildings that will complement the Council's climate change aspirations that are reflected in the high level principles expected from the OxCam Arc vision.

Q8: Anything else to add about your vision for jobs and businesses?

Nationally, the Heritage Sector is an important economic sector with a total GVA of £36.6bn and providing over 563,509 jobs in 2019 (pre COVID-19) (Historic England, Heritage and the Economy) 2020). Heritage employment growth outstripped the rest of the UK economy, growing almost twice as fast between 2011 to 2019. Its economic contribution to the area of the OxCam Arc should not be underestimated.

The conservation, use, and re-use of the OxCam Arc's precious heritage assets exemplify the fundamental principles of the circular economy and building back better also focuses on wellbeing and inclusivity. The renovation and restoration of historic buildings is inherently sustainable and has low environmental impact when compared to the construction of new buildings.

Connectivity and Infrastructure

Infrastructure

Q1: Making sure planning takes a combined approach to new development by providing the infrastructure and services required at the right time to support growth. For example, by planning for the need for utilities (e.g. water, energy, waste) and community infrastructure (e.g. schools, hospitals, GP surgeries). [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – The Council fully supports the need for a combined approach to new development to ensure that new infrastructure and services are delivered at the right time and in the right place to support the future growth, which includes the importance of sustainable modes of transport. However, as already set out in our response to the education questions above the issue of funding and viability of new high quality sustainable schools will also need to be considered in the Strategic Framework to avoid a situation where the County Council is unable to deliver this either through a funding gap, or through negotiations with the Government/DfE policies which seek to construct within a certain cost envelope and specification for the building which do not make provision for many of the features being set out within the vision for the OxCam Arc. Developers in negotiation of contributions use these costs as the basis for discussions and newer developments are also higher density and there is also a pressure from developers to reflect this in the design of schools and the sites allocated for them (eg North East Fringe of Cambridge) where a restricted site only is available. A restricted site will not offer the same opportunity to benefit the development, so it is important that the Strategic Framework grapples with this current dilemma and addresses this matter in its vision. A similar approach to wider services such as hospitals and GP surgeries will also need to be considered, both in the evidence base, but also on the sharing or viability of such services when considered alongside existing community facilities.

In addition to the above, the need for utilities, which should also include broadband connectivity alongside water, energy and waste, are also key to ensuring that the necessary services are in place to support new communities. However, as already identified the vision on some of these matters, particularly waste, is currently very light and needs more evidence and depth being added to the Strategic Framework moving forward.

The correct provision of infrastructure to deliver housing and services needs to be a key consideration. The IoD “Barriers to Housing and Services” domain measures the physical and financial accessibility of housing and local services. Cambridgeshire ranks 44th out of 151 upper tier authorities for this domain, placing it in the 20-30% most deprived local authorities. The rural areas of East Cambridgeshire and South Cambridgeshire have the highest levels of deprivation for this measure, with East Cambridgeshire ranking in the 10-20% most deprived local authorities nationally.

Q2: Making sure new development makes the most of existing resources. For example, through making sure that materials are reused, renewable energy supplies are used, and waste is properly planned for. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – The need to have a better use of resources and managing waste that can take account of a circular economy is strongly supported by the Council. However, at present this chapter in the Spatial Framework does not reflect the principles of a circular economy strongly enough and it is disappointing that neither the mineral and waste planning authority nor waste disposal authority were contacted to help inform this section of the Strategic Framework. The need to plan for the construction waste as well as the long term waste generation by householders and businesses once development is complete will also be essential. It is vital for this element to be stronger in the Spatial Framework and vision moving forward. Given that the re-use and reduction of waste should be paramount to any new development the vision and supporting SA are very light on waste reduction and minimisation, as reducing the quantity of waste generated is at the top of the waste hierarchy and has a greater positive impact on the environment and carbon generation than recycling or other waste technologies, that we would expect to see more commitments on this theme in the Spatial Framework and vision moving forward. More detail on these concerns are provided in the comments on the SA.

Q3: Making sure that digital infrastructure is put in at the same time as other development takes place. For example, speeding up the fitting of high-speed broadband to support home-based work and help new ways of learning. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – As per our response to Q1 above the early consideration and installation of digital infrastructure to facilitate gigabit capable broadband, improved mobile coverage / capacity and assist the deployment of the Internet of Things (IoT) solutions in order to support new ways for home-based / site working, learning, healthcare, transport and social inclusion to be implemented are fully supported. Opportunities to deliver this infrastructure from the outset and alongside other works to minimise delay to delivery, costs and the need to double dig should also be actively encouraged in the Spatial Framework. Cambridgeshire has an outstanding reputation for the delivery of high-speed broadband and work with the University and local businesses to support the use of IT, the learning from which can be used to help inform the OxCam Arc vision.

Q4: Anything else to add about your vision for infrastructure?

Delivering new or upgraded strategic infrastructure within the OxCam Arc will have an impact on various aspects of the historic environment – either on heritage assets themselves, or their settings. Existing infrastructure should be upgraded where possible rather than subject the environment to the damage inflicted by new schemes. Where new infrastructure is required, design is critical: poor design can damage historic places but conversely that which is well-designed can dramatically improve them and add to a sense of place; the Vision should encourage good design.

New development

Q5: Making sure growth within the Arc is placed around areas with better transport links. For example, through having more development around stations and bus routes, supported by cycling and walking tracks. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – The Council fully supports sustainable transport opportunities that should extend to both existing and new communities. Furthermore, new infrastructure should include the provision of easily accessible NMU routes, including public rights of way, to encourage and enable health lifestyles for physical and mental well-being, particularly in light of the recent COVID-19

pandemic. NMU routes should be all-inclusive, i.e. embrace equestrian access as well as pedestrian and cycle, providing linking arterial routes out to the countryside in accordance with paragraph 98 of the NPPF July 2021, the Cambridgeshire Health & Well-being Strategy and CCC's statutory Rights of Way Improvement Plan.

Q6: Making sure new development cuts down the need to travel around the local area. For example, through providing safe and easy walking and cycling routes to town centres, shops and schools. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – As already noted under Q5 above, the Council fully supports sustainable transport opportunities that should extend to both existing and new communities. Furthermore, new infrastructure should include the provision of easily accessible NMU routes, including public rights of way, to encourage and enable health lifestyles for physical and mental well-being, particularly in light of the recent COVID-19 pandemic. NMU routes should be all-inclusive, i.e. embrace equestrian access as well as pedestrian and cycle, providing linking arterial routes out to the countryside in accordance with paragraph 98 of the NPPF July 2021, the Cambridgeshire Health & Well-being Strategy and CCC's statutory Rights of Way Improvement Plan.

Q7: Making sure new developments reduce existing and future infrastructure demand and resources used. For example, making sure that designs leave enough space for existing and future measures which reduce energy and water use, and cut down on waste. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – The Council fully supports the future proofing of new developments to take account of likely infrastructure demands and resources used to ensure that adequate space is provided that will allow the circular economy principles for waste management and areas to provide more sustainable energy and water measures.

Q8: Making sure sustainable transport principles are included in the design of new developments. For example, by designing new developments in a way that enables people to walk or cycle all or part of their journeys. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – As already noted under Q5 and Q6 above, new infrastructure should include the provision of easily accessible NMU routes, including public rights of way, to encourage and enable health lifestyles for physical and mental well-being, particularly in light of the recent COVID-19 pandemic. NMU routes should be all-inclusive, i.e. embrace equestrian access as well as pedestrian and cycle, providing linking arterial routes out to the countryside in accordance with paragraph 98 of the NPPF July 2021, the Cambridgeshire Health & Well-being Strategy and CCC's statutory Rights of Way Improvement Plan.

Q9: Anything else to add about new developments in the context of connectivity and infrastructure?

New development should take the opportunity to resolve historic severance in PROW connectivity engendered by major roads, in order to provide accessibility fit for encouraging healthy lifestyles in accordance with paragraph 98 of the NPPF July 2021, the Cambridgeshire Health & Well-being Strategy and CCC's statutory Rights of Way Improvement Plan, achievable through appropriate authorising legal events, such as Transport & Works Act Orders or Development Consent Orders with appropriate protective provisions for the local highway authority. In supporting this level of connectivity, the Strategic Framework should ensure that the future growth locations and quantum

are set first and the transport solutions and route alignments follow to avoid further connectivity issues as a result of the planning coming forward on the vision in the wrong order.

Place-making

Location of growth

Q1: Making sure new developments are built in the most sustainable locations, for the environment, the economy and communities. For example, by developing brownfield redevelopment and making sure they have good access to town centres, shops and schools. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – As already set out in response to a number of questions raised above, it is essential that the Spatial Framework is informed through local knowledge and a sound evidence base, with both the location and quantum of growth understood at an early stage to help inform key transport options, mineral and waste requirements, infrastructure provision and timing, viability, impacts on the natural and historic environment, and relationships to existing communities to include implications for water management and flood risk etc. The vision will need to be informed and based on these growth aspirations and infrastructure needs, using brownfield sites wherever possible, instead of using transport alignments to inform the growth sites that may well create segregation of communities rather than cohesion and ultimately unsustainable development where the opportunities for the natural and historic environment, including using mineral borrow pits close to the source of the need with beneficial aftercare and water storage opportunities, will be missed. Furthermore, without the ability to feed into growth areas close to the County borders, the holistic consideration across the wider Arc area won't be understood and could be to the detriment of existing communities and their residents, particularly in relation to flood mitigation and resilience, so it is important that the Spatial Framework takes these concerns into account to ensure that new developments are planned in the most sustainable locations for the environment, economy and local communities.

Q2: Anything else to add about your vision for location of growth?

At present the historic environment is being treated as part of the place-making strand; we consider this to be limiting and contrary to a wider, more holistic, appreciation of 'environment' (i.e. both natural and historic) that is being increasingly taken. We consider this to be a fundamental missed opportunity and would urge a reappraisal of this position in order to get the best outcomes for the Arc's ambitions.

The planning system in England is based on the principle of sustainable development and heritage has an increasingly important role in supporting sustainable growth. It is a huge resource which can stimulate regeneration and growth in towns, cities and rural areas. Place-making is often best achieved through a clear understanding of the historic significance of the existing place. A variety of methods could be used to understand the Arc's existing places such as characterisation studies and 'sensitivity to change' mapping and how new development can be best joined to this. We would strongly encourage government's early engagement with the heritage sector and local communities in discussions around growth options within the OxCam Arc. Ultimately, growth areas should protect and enhance the historic environment and add to local distinctiveness which will strongly aid the successful creation of new and expanded places.

Homes in your area

Q3: Ensuring the right types of housing are delivered in the right locations to meet the needs of both renters and buyers. For example, family houses, first-time buyers, specialist housing, student accommodation and opportunities for people to build their own homes. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important - Proposals for new opportunity areas for housing should consider the character of the existing area and its surroundings and the impact which it will have on the historic environment to ensure that the housing in question is integrated well with its surroundings.

Q4: Increasing the amount and availability of affordable homes within the Arc. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – It is essential that the Strategic Framework and vision is based on a sound and credible evidence base that is able to justify the level of growth proposed and the infrastructure needed to support it. In doing so it will be essential for the viability and affordability of homes are taken into account, particularly where supporting existing residents and key workers to find appropriate accommodation across both the OxCam Arc area and wider parts of Cambridgeshire as part of the 'levelling up' aspirations.

Q5: Anything else to add about your vision for homes in your area?

The Strategic Framework and future vision should ensure that any new homes are designed to limit their impact on climate change, including flood risk protection measures, whilst ensuring access to environmentally friendly heat generation and water consumption etc. in line with the Council's climate change aspirations and high level principles sought from the OxCam Arc. From a social perspective an appropriate mix of housing to support local needs including affordable, key worker and special needs housing including provision for older residents should also be planned in, that also ensures an ability for homes to be adapted for those with specialist needs. Furthermore, the location and type of accommodation being planned, including proposed densities, should also account for the likely infrastructure and service needs, particularly in relation to education and adult / social care demands that are particularly relevant to the County Council. In doing so, affordability and viability concerns already raised in relation to new schools should be discussed and potential solutions to the delivery of such infrastructure at an early stage should be demonstrated. Finally the need to ensure that sustainable transport is actively encouraged in the vision for homes to give both existing and future communities genuine transport choices, is also essential.

Design of new developments and streets

Q6: Making sure a coordinated approach is taken to the design and delivery of new developments to ensure they are supported by new and existing infrastructure. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important - New growth as part of the OxCam Arc should be based upon an understanding and analysis of each area's unique history, local character, identity and context, thus creating distinctive new neighbourhoods. Clear policies and design guides should be developed to enable development which makes a positive contribution to local character and distinctiveness.

Q7: Making sure the environment and sustainability is at the heart of new developments. For example, by improving the built and natural environment, making sure development complements surrounding areas, and is supported by the right level of infrastructure. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important - Again, the historic environment is absent from these considerations. This council has experience in incorporating heritage at the early stages of major developments in a way that engages local communities/stakeholders and informs master planning at an early stage that we would be happy to share with you.

Q8: Making sure there is the right mix of uses in new developments to help make high quality and thriving new places. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important – The need to plan for the right mix of uses, whilst also taking account of our comments in relation to the importance of new schools in the place making of new communities, is fully supported.

Q9: Making sure new developments help support healthy lifestyles for existing and future communities. For example, through walking and cycling, high quality green spaces, and accessible streets. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important - Please see our work on the Future Parks Accelerator on the opportunities from existing new and open spaces. Furthermore, all new infrastructure should include the provision of easily accessible NMU routes, including public rights of way, to encourage and enable health lifestyles for physical and mental well-being, particularly in light of the pandemic. NMU routes should be all-inclusive, i.e. embrace equestrian access as well as pedestrian and cycle wherever possible, providing linking arterial routes out to the countryside in accordance with NPPF para98, the Cambridgeshire Health & Well-being Strategy and CCC's statutory Rights of Way Improvement Plan.

Q10: Making sure new developments promote resilience to climate change. For example, through green roofs, managing surface water, tree planting, storing rainwater and new green spaces. [Not important/ Less important/ Neutral/ Important/ Very Important]

Very Important - We would encourage/promote research into alternative power generation, water storage, natural flood risk management and developing/building flood resilient homes.

Q11: Anything else to add about your vision for the design of new developments and streets?

As already noted in our responses above, access to green open spaces and the promotion of resilience to climate change is fully supported. In promoting this approach, consideration of opportunities for tree planting and biodiversity net gain, alongside sustainable transport options, should be actively encouraged. Furthermore, electric charging points, traffic free zones and pedestrian and cycling provision should be evident, as should designing in public green spaces and green corridors.

Our commitment to engaging communities

Q1: How can government engage the public better? [Communication materials/ Social listening/ Focus groups/ 1-1 interviews and experiments/ Ethnography/ Citizen assemblies and citizen juries/ Other types of engagement]

Engagement through local newsletters and magazines to help residents understand what is being proposed may assist with future engagement. However, until more detail is known on the vision it will always be difficult to engage at such a strategic level.

Q2: Before this consultation, I was familiar with the area known as the Oxford-Cambridge Arc. [Yes/ No]

Cambridgeshire County Council was aware of the OxCam Arc before this consultation.

Q3: Do you have anything else to add on engaging communities?

When engaging with local communities as to the Vision for and Options for Growth in the OxCam Arc, it is important to include the historic environment and recognise the potential place-making, economic, environmental and social roles it can play in a sustainable future for the Arc, as part of the consultation. Engagement with businesses and also the minerals and waste industry is also strongly encouraged once the location and quantum of growth is understood.

The consultation to-date suggests that the full potential of the historic environment is not being fully considered. For example, as set-out in section 1.20 of 'Creation the Vision...' initial consultation has highlighted that communities want a focus upon the character of places and section 1.2.1 states that initial responses were used to form this current stage of consultation and guide the data and evidence provided alongside it and shape how the Government is engaging. Yet, despite the desired focus, the historic environment and its role in creating and sustaining the character of places amongst other roles is absent from this stage of consultation questions.

Finally, restricting the word limit on electronic submissions not only penalises local authorities, but also members of the public that may find it hard to summarise or articulate their concerns or points of view, so we would recommend that this is reviewed and amended for the next round of consultation. This will also be essential in ensuring that equality and diversity issues are taken into account when ensuring that engagement allows for all Members of society, including those that don't have access to modern technology.

Our commitment to data, evidence and digital tools

Q1: To what extent do you agree with our proposed approach on data and evidence? [Strongly disagree/ Disagree/ Neutral/ Agree/ Strongly Agree]

Disagree – see our response to Q2 below that explains why we have chosen this option rather than a more 'neutral' response at this stage.

Q2: Do you have anything else to add on data, evidence and digital tools?

Section 7.7 of 'Creating the Vision' states that the Framework '*will be based on a reliable, consistent and complete evidence base... to inform policy making*'. Section 4.1 of the Scoping

Report describes the current environmental, social and economic context of the Arc based upon, *'a detailed review of environmental, social and economic issues, opportunities and challenges as well as a review of relevant plans, policies and programmes'*. Disappointingly, whilst the historic environment is included in this initial strategic context scene-setting, sections 4.6 to 4.9 focus purely upon the describing the numbers and locations of designated heritage assets which represent only c.2% of the England's heritage assets.

Figure 4.2 is misleadingly titled as 'density of heritage assets' as it only represents designated assets, neither recognising the large numbers of known non-designated heritage assets or the potential for previously unrecorded heritage assets.

We are aware that pilot projects to map the historic environment have been commissioned by Historic England. We are concerned that this represents an overly simplistic and derivative characterisation based on a narrow set of existing historic environment data. The ARC is an opportunity to proactively and holistically manage the historic environment to be benefit of existing and new residents, and we fear that a static map that will be outdated within months will limit those opportunities.

It is key that Government works with key stakeholders including Historic England, local historic environment records and local authority teams, to gather a 'consistent and complete evidence base' for the historic environment whilst at the same time recognising that not all heritage assets have yet been discovered.

In addition to our concerns about the historic environment evidence base and data, we are also concerned that an assessment of mineral requirements is not yet known, and also that not all waste streams may have been taken into account in assuming that sufficient capacity exists within the OxCam Arc area, particularly as the focus seems to be on 'collected waste' rather than all waste streams.

How we will monitor and deliver the Framework

Q1: to what extent do you agree with our proposed approach on delivery and funding? [Strongly disagree/ Disagree/ Neutral/ Agree/ Strongly Agree]

Neutral - see our response to Q2 below that explains why we have chosen this option.

Q2: Do you have anything else to add on delivery and funding?

It is essential that the Spatial Framework understands the importance of delivery timescales for developments in close proximity to each other, and the vision should seek to address how this can be controlled to ensure that developments come on stream as planned. Further information on whether the planned growth is in addition to or instead of local plan housing growth allocations that already exist and the impact this may have on the District Councils' 5 year housing land supply should also be clarified. Finally, information on how the Growth Body is planned to work and how infrastructure will be funded and delivered early on from a viability perspective, especially for new schools, should be clearly evidenced.

Monitoring and evaluation

Q1: To what extent do you agree with our proposed approach on monitoring and evaluation?
[Strongly disagree/ Disagree/ Neutral/ Agree/ Strongly agree]

Disagree - see our response to Q2 below that explains why we have chosen this option rather than a more 'neutral' response at this stage.

Q2: Do you have anything else to add on monitoring and evaluation?

Given our comments and concerns raised in relation to the historic and natural environment, we recommend that any indicators should clearly relate to the Vision and Objectives/Sub-Objectives for the historic environment, the baseline for the historic environment, and any identified effects and proposed mitigation measures.

Oxford-Cambridge Arc Spatial Framework Sustainability Appraisal Scoping Report

Q1: To what extent do you agree with the key strategic issues and opportunities in the proposed scope for the Sustainability Appraisal of the Spatial Framework? [Strongly disagree/ Disagree/ Neutral/ Agree/ Strongly agree]

Neutral – see our response to Q2 below that explains why we have chosen this option.

Q2: Are there any other strategic issues and/or opportunities that need to be considered in the appraisal?

Whilst we welcome the references to the relevant documents and legislation (e.g. 25 Year Environment Plan, Environment Bill, etc.) and references to moving towards a more circular economy, where there are links to national policy priorities for eliminating food waste to landfill, reducing waste to landfill, eliminating avoidable plastics etc. that broadly align to the Environment Bill and the targets proposed in the Resources and Waste Strategy; Section 4.33 of the Scoping report states that “disposal capacity across the Arc is sufficient for current and projected populations” and “a significant proportion (51%) of waste still goes to landfill”. Given the changes that are coming in the Resources and Waste Strategy that will (hopefully) increase the capture of food waste and increase the levels of recycling of both household and business waste we would question whether there is sufficient recycling, Anaerobic Digestion, and other recycling treatment capacity in the region for the amount of waste generated (Defra estimate that an additional 1.5 million tonnes p.a. of Anaerobic Digestion capacity is required in England to treat additional food waste that is likely to be required to be collected separately from households and businesses by the Resources and waste strategy). The report recognises that there is an opportunity to support improving national or regional waste management capacity for Energy from Waste (EfW) plants specifically but does not mention other forms or waste treatment technology that could also help divert waste away from landfill and that improved segregation has the potential to deliver next generation recycling facilities.

The scoping report Annex also estimates a total of 1.4 million tonnes of waste was collected in the Arc in 2019/20 but this only appears to be the waste collected by local authorities and may not include all the commercial and industrial waste that is generated in the region which also requires recycling, treatment and disposal capacity, nor the construction and demolition waste stream, that makes up a large percentage of the waste to be managed in the county. The Resources and

Waste Strategy may introduce restrictions on the exports of residual waste and recyclable materials which would also require increased waste processing capacity in the UK to compensate for the quantity of material shipped overseas for recycling.

Although there are references to sustainable production through resource efficiency the documents are very light on waste reduction and minimisation. As reducing the quantity of waste generated is at the top of the waste hierarchy and has a greater positive impact on the environment and carbon generation than recycling/EfW, we would expect to see more commitments on this theme in the Strategic Framework, and are concerned that a focus has been made on EfW plants when there is already capacity in the region and any developments proposed for heat off-take opportunities should be scaled appropriately to avoid unnecessary importation of waste. Given that neither the waste planning authority nor the waste disposal authority have been contacted to feed into this evidence base, there is a concern over the accuracy of the statements currently being made.

In addition to the waste concerns raised above, whilst we welcome that the historic environment has been scoped in and been given its own sustainability theme (1.100 of the annexe), we would also highlight a number of issues apparent in the scope of this theme as set out (table 5.1 of the report): 'archaeology' is also a heritage asset; use of 'international renown' could suggest that only designated heritage assets of the highest order will be assessed excluding the majority of heritage assets from assessment; and that only where their 'attractiveness' will be affected will this constitute an issue (again see similar in sections 1.11-1.19 of the scoping annexe). Identifying the individual heritage assets, the elements that can contribute to their significance and how this significance may be impacted should be assessed following the guidance as set out in the NPPF, NPPG and Historic England Good Practice Advice notes. This will include all types of heritage assets e.g. archaeology, landscapes, buildings of local interest, parks and gardens either within or neighbouring the Arc, not just designated heritage assets.

The range of potential issues highlighted in table 5.1 is very narrow and we would point the Government towards Historic England Advice Note 8: Sustainability Appraisal and Strategic Environmental Assessment (2016) for further guidance. The Options and Assessment Stages assessing the various options put forward and those going ahead for full assessment must include an assessment of all the potential effects upon the historic environment along with any mitigation measures identified. Cumulative effects arising from the Ox-Cam Framework and other schemes such as EWR and the works to the A428 (strategic road network upgrades) must also be assessed. Proposals for monitoring the effects should also be included.

Similarly, the list of opportunities should recognise that the historic environment can also deliver cross-cutting economic, social and environmental gains, for example, by fostering heritage-led regeneration at the same time as addressing heritage at risk or helping mitigate climate change using traditional skills. Some of the measures set out in HE04 of the annexe are useful but these have not been transferred across to table 5.1. We would however query as to how potentially the digitalisation of the heritage sector will be achieved?

Q3: Are you aware of any additional strategic data that we should take into account as part of the sustainability appraisal?

Each county and unitary council maintains a Historic Environment Record. These hold a wealth of information on locally, regionally and nationally significant heritage assets and are the primary source of information for planning, development-control work, and land management. They can be

accessed by contacting the local authority and county council historic environment teams. At present this information has not been used in the baseline and therefore we would consider this to be insufficient.

Q4: Are you aware of any additional plans or programmes you think will be important to consider within the sustainability appraisal?

It is noted that the references to the NPPF (ID reference SL05) will need to be updated in Table B.1 to take account of the July 2021 publication.

Q5: To what extent do you agree with our approach to the SA? [Strongly disagree/ Disagree/ Neutral/ Agree/ Strongly agree]

Disagree – Given the concerns highlighted in relation to the evidence base and assumptions made in relation to waste and historic environment matters, we would ask that these are addressed moving forward; and in relation to mineral and waste matters the regional bodies are approached to feed into this work. This will include industry representation, where in the case of mineral development will help to inform the wider aspirations sought by the RSPB.

Finance Monitoring Report – July 2021

To: Environment and Green Investment Committee

Meeting Date: 16th September 2021

From: Steve Cox – Executive Director, Place & Economy
Tom Kelly – Chief Finance Officer

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Outcome: The report is presented to provide the Committee with an opportunity to note and comment on the forecast position for 2021/2022.

Recommendation: The Committee is asked to review, note and comment upon the report.

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1. Background

- 1.1 The appendix attached provides the financial position for the whole of Place & Economy Services, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the finance monitoring report, budget lines that relate to the Highways and Transport Committee are unshaded and those that relate to the Environment and Green Investment Committee are shaded. Members are requested to restrict their questions to the lines for which this Committee is responsible.

2. Main Issues

- 2.1 Revenue: The report attached as Appendix A is the Place & Economy Finance Monitoring Report as at the end of July 2021. Place and Economy is currently forecasting a £205K underspend at year end.
- 2.2 As detailed in the table 2.1.2 of the Finance Monitoring Report, there are significant pressures within the service relating to the Covid-19 virus. The majority of these are for the loss of income which is used to fund existing services. In Business Planning, funding of £3.7m was allocated as an estimate of the financial impact on the service of Covid and this will be reviewed on a monthly basis and any funding not required will be transferred back to the corporate centre. For this July monitoring report, the required funding has reduced due to more favourable income figures for parking operations. All the allocations will be reviewed and updated on a monthly basis. The funding to reflect the additional costs (for waste) is allocated to the respective budget but the funding to reflect the loss of income is held on the Executive Director line with the actual shortfall shown on the respective policy line.
- 2.3 The waste budget is a large and complex budget and there are various potential pressures and underspends within it. Last financial year there were underspends due to an overall reduction in tonnage of waste being collected and overspends due to increased recycling credits and reduced trade waste income but at this stage it is not known if these trends will continue or if and when they will return to pre-Covid levels. In addition, there is a new pressure due to increased costs for wood recycling estimated to be in the region of £400K, which is currently significantly offset by the lower tonnages of wood waste we are collecting at our HRCs. Following the majority of Q1 data becoming available, further potential pressures are currently being more than offset by increased levels of trade income.

In Business Planning the waste service was allocated £638K to reflect the estimated impact of Covid but the majority of this may not be required for this specific purpose. However, this funding will instead be directed to help address the in-year pressure created by the works required to address the Industrial Emissions Directive (IED) which requires the reduction of odour emissions from the Waterbeach facilities, estimated to be £850K in this financial year.

- 2.4 Capital: The capital position is detailed in Appendix 6 and further details on the progress with capital projects is contained within agenda item 4 on this agenda.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

There are no significant implications for this priority.

3.2 A good quality of life for everyone

There are no significant implications for this priority.

3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

3.4 Cambridgeshire: a well-connected, safe, clean, green environment

There are no significant implications for this priority.

3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

4. Source documents guidance

4.1 Source documents

None

Place & Economy Services

Finance Monitoring Report – July 2021

1. Summary

1.1 Finance

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

2. Income and Expenditure

2.1 Overall Position

Forecast Variance – Outturn (Previous Month) £000	Directorate	Budget 2021/22 £000	Actual £000	Forecast Variance - Outturn (July) £000	Forecast Variance - Outturn (July) %
-2,792	Executive Director	3,554	68	-1,414	-40
+2,077	Highways	23,743	3,360	+854	+4
+514	Environmental & Commercial Services	41,474	6,077	+332	+1
+1	Infrastructure & Growth	2,250	1,699	+22	+1
0	External Grants	-6,754	-1,617	0	0
-200	Total	64,266	9,587	-205	0

The service level budgetary control report for July 2021 can be found in [appendix 1](#).

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

2.1.2 Covid Pressures

Budgeted Pressure £000	Pressure	Revised forecast £000
638	Waste additional costs / loss of income	50
1,500	Parking Operations loss of income	716
300	Park & Ride loss of Income	11
603	Traffic Management loss of income	186
310	Planning Fee loss of Income including archaeological income	154
400	Guided Busway – operator income	191
3,751	Total Expenditure	1,308

2.2 Significant Issues

Covid-19

As detailed in the table 2.1.2, there are significant pressures within the service relating to the Covid-19 virus. The majority of these are for the loss of income which is used to fund existing services. In Business Planning, funding of £3.7m was allocated as an estimate of the financial impact on the service of Covid and this will be reviewed on a monthly basis and any funding not required will be transferred back to the corporate centre. The funding to reflect the additional costs (for waste) is allocated to the respective budget but the funding to reflect the loss of income is held on the Executive Director line with the actual shortfall shown on the respective policy line.

Waste Private Finance Initiative (PFI) Contract

The waste budget is a large and complex budget and there are various potential pressures and underspends within it. Last financial year there were underspends due to an overall reduction in tonnage of waste being collected and overspends due to increased recycling credits and reduced trade waste income but at this stage it is not known if these trends will continue or if and when they will return to pre-Covid levels. In addition, there is a new pressure due to increased costs for wood recycling estimated to be in the region of £400K, which is currently significantly offset by the lower tonnages of wood waste we are collecting at our HRCs. Following the majority of Q1 data becoming available, further potential pressures are currently being more than offset by increased levels of trade income.

In Business Planning the waste service was allocated £638K to reflect the estimated impact of Covid but the majority of this may not be required for this specific purpose. However, this funding will instead be directed to help address the in-year pressure created by the works required to address the Industrial Emissions Directive (IED) which requires the reduction of odour emissions from the Waterbeach facilities, estimated to be £850K in this financial year.

3. Balance Sheet

3.1 Reserves

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

3.2 Capital Expenditure and Funding

Expenditure

No significant issues to report this month.

Funding

All other schemes are funded as presented in the 2021/22 Business Plan.

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

Appendix 1 – Service Level Budgetary Control Report

Previous Forecast Outturn Variance £000's	Service	Budget 2021/22 £000's	Actual July 2021 £000's	Forecast Outturn Variance £000's	Forecast Outturn Variance %
Executive Director					
0	Executive Director	440	68	0	0%
-2,792	Lost Sales, Fees & Charges Compensation	3,114	0	-1,414	-45%
-2,792	Executive Director Total	3,554	68	-1,414	-40%
Highways					
0	Asst Dir - Highways	160	21	1	0%
1	Local Infrastructure Maintenance and Improvement	9,251	-36	3	0%
602	Traffic Management	-182	-14	52	29%
0	Road Safety	731	747	1	0%
-198	Street Lighting	10,594	2,416	-117	-1%
96	Highways Asset Management	443	54	-1	0%
876	Parking Enforcement	0	-68	716	0%
0	Winter Maintenance	2,744	122	0	0%
700	Bus Operations including Park & Ride	0	118	200	0%
2,077	Highways Total	23,743	3,360	854	4%
Environmental & Commercial Services					
110	County Planning, Minerals & Waste	321	63	102	32%
100	Historic Environment	54	140	47	87%
0	Flood Risk Management	1,104	-60	27	2%
0	Energy Projects Director	32	-2,854	0	0%
-0	Energy Programme Manager	115	38	-0	0%
304	Waste Management	39,848	8,750	156	0%
514	Environmental & Commercial Services Total	41,474	6,077	332	1%
Infrastructure & Growth					
0	Asst Dir - Infrastructure & Growth	163	85	0	0%
0	Major Infrastructure Delivery	1,513	1,546	0	0%
0	Transport Strategy and Policy	19	-18	1	6%
0	Growth & Development	555	221	21	4%
0	Highways Development Management	0	-134	0	0%
1	Infrastructure & Growth Total	2,250	1,699	22	1%
-200	Total	71,020	11,204	-205	0%

Appendix 2 – Commentary on Forecast Outturn Position

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

Lost Sales, Fees & Charges Compensation

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
3,114	0	-1,414	-45

Budget has been set aside to cover expected shortfalls in income due to COVID. The budget has been built on assumptions on the level of income and these will be closely monitored during the year. The level of income is currently greater than the initial assumptions and so budget that is no required will be handed back to the corporate centre.

Traffic Management

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
-182	-14	+52	+29

Income from permitting is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions will be closely monitored during the year. Income to date is higher than expected and this is shown in the reduction in the outturn forecast. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Street Lighting

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
10,594	2,416	-117	-1

Initial costs have been lower than expected this year for street lighting energy compared to the budget set, however indications are that energy costs are likely to increase.

Highways Asset Management

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
443	54	-1	0

Income was expected to be lower than the budget set due to COVID. However income is at pre-Covid levels and is not causing a pressure. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line and this will be handed back to the corporate centre as not required.

Parking Enforcement

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	-68	+716	0

Income is projected to be lower than the budget set due to COVID. This is projected on certain assumptions and these assumptions will be closely monitored during the year. Currently income is ahead of the initial assumptions but not yet at pre-Covid levels. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Bus Operations including Park & Ride

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	118	+200	0

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions will be closely monitored during the year. Currently income is ahead of the initial assumptions but not yet at pre-Covid levels. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

County Planning, Minerals & Waste

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
321	63	+102	+32

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions will be closely monitored during the year. Currently we do not have enough data to change the assumptions when the budget was set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Historic Environment

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
54	140	+47	+87

Income is projected to be lower than the budget set due to COVID. This is currently projected on certain assumptions and these assumptions will be closely monitored during the year. Currently we do not have enough data to change the assumptions when the budget was set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Waste Management

Current Budget for 2021/22 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
39,848	8,750	+156	0

The waste budget is a large and complex budget and there are various potential pressures and underspends within it. Last financial year there were underspends due to an overall reduction in

tonnage of waste being collected and overspends due to increased recycling credits and reduced trade waste income but at this stage it is not known if these trends will continue or if and when they will return to pre-Covid levels. In addition, there is a new pressure due to increased costs for wood recycling estimated to be in the region of £400K, which is currently significantly offset by the lower tonnages of wood waste we are collecting at our HRCs. Following the majority of Q1 data becoming available, further potential pressures are currently being more than offset by increased levels of trade income.

In Business Planning the waste service was allocated £638K to reflect the estimated impact of Covid but the majority of this may not be required for this specific purpose. However, this funding will instead be directed to help address the in-year pressure created by the works required to address the Industrial Emissions Directive (IED) which requires the reduction of odour emissions from the Waterbeach facilities, estimated to be £850K in this financial year.

Appendix 3 – Grant Income Analysis

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

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	6,712
Adjustment to Waste PFI grant		+42
Non-material grants (+/- £30k)	N/A	0
Total Grants 2021/22		6,754

Appendix 4 – Virements and Budget Reconciliation

Budgets and movements	£'000	Notes
Budget as per Business Plan	64,313	
Centralisation of postage budgets	-40	
Non-material virements (+/- £30k)	-7	
Current Budget 2020/21	64,266	

Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2021 £'000	Movement within Year £'000	Balance at 31st July 2021 £'000	Yearend Forecast Balance £'000	Notes
Other Earmarked Funds					
Deflectograph Consortium	31	0	31	30	Partnership accounts, not solely CCC
Highways Searches	175	0	175	0	
On Street Parking	1,876	0	1,876	1,300	
Streetworks Permit scheme	44	0	44	0	
Highways Commuted Sums	1,376	0	1,376	900	
Streetlighting - LED replacement	48	0	48	0	
Flood Risk funding	20	0	20	0	
Real Time Passenger Information (RTPI)	216	0	216	150	
Waste - Recycle for Cambridge & Peterborough (RECAP)	61	0	61	30	Partnership accounts, not solely CCC Partnership accounts, not solely CCC
Travel to Work	197	0	197	180	
Steer- Travel Plan+	66	0	66	52	
Waste reserve	984	0	984	984	
Other earmarked reserves under £30k	89	18	107	0	
Sub total	5,184	18	5,202	3,626	
Capital Reserves					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&E
Other Government Grants	3,905	(61)	3,844	0	
Other Capital Funding	3,410	1,337	4,748	0	
Sub total	7,315	1,276	8,591	0	
TOTAL	12,499	1,294	13,793	3,626	

Appendix 6 – Capital Expenditure and Funding

Capital Expenditure 2021/22

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (July) £'000	Forecast Spend – Outturn (July) £'000	Forecast Variance – Outturn (July) £'000
		Integrated Transport				
0	200	- Major Scheme Development & Delivery	0	0	0	0
318	0	- S106 Northstowe Bus Only Link	318	1	318	0
208	0	- Stuntney Cycleway	177	8	177	0
1,011	882	- Local Infrastructure Improvements	1,011	53	1,011	0
97	0	- Minor improvements for accessibility and Rights of Way	97	4	97	0
		Safety Schemes				
500	0	- A1303 Swaffham Heath Road Crossroads	480	3	480	0
422	594	-Safety schemes under £500K	844	16	844	0
837	345	- Strategy and Scheme Development work	633	263	837	204
		Delivering the Transport Strategy Aims				
1,775	1,188	- Highway schemes	2,963	0	2,963	0
		- Cycling schemes				
0	550	- Boxworth to A14 Cycle Route	0	0	0	0
0	500	- Hilton to Fenstanton Cycle Route	0	0	0	0
0	780	- Buckden to Hinchingsbrooke Cycle Route	0	0	0	0
0	272	- Dry Drayton to NMU	0	5	0	0
400	285	- Hardwick Path Widening	305	237	272	-33
982	760	- Bar Hill to Longstanton	30	10	30	0
1,000	800	- Girton to Oakington	704	299	500	-204
16	0	- Arbury Road	12	0	12	0
1,374	0	- Papworth to Cambourne	1,147	7	1,147	0
0	0	- Wood Green to Godmanchester	0	0	0	0
150	132	- Busway to Science Park	148	0	148	0
200	0	- Fenstanton to Busway	14	29	29	15
100	0	NMU Cycling scheme - Washpit Road	97	53	53	-44
0	0	NMU Cycling scheme - Girton Upgrades	0	0	0	0
388	0	NMU Cycling scheme - Longstanton Bridleway	356	36	283	-73
30	0	- Other Cycling schemes	30	10	30	0
23	23	- Air Quality Monitoring	23	1	23	0
25,000	1,000	- A14	1,000	-1,000	1,000	0
		Operating the Network				
		Carriageway & Footway Maintenance incl Cycle Paths				
1,115	400	- Countywide Safety Fencing renewals	1,115	4	1,115	0
1,249	1,142	- Countywide Retread programme	1,249	-223	1,249	0
481	481	- Countywide F'Way Slurry Seal programme	481	-44	481	0
989	989	- Countywide Surface Dressing programme	989	0	989	0
956	690	- Countywide Prep patching for Surface - Dressing programme	956	85	956	0
709	357	- Whittlesey, Ramsey Road Nr Pondersbridge Carriageway	709	662	709	0
4,182	4,182	- Additional Surface Treatments	4,182	0	4,182	0
3,839	2,431	- Carriageway & Footway Maintenance schemes under £500k	3,848	162	3,915	67
140	140	Rights of Way	140	20	140	0
		Bridge Strengthening				

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (July) £'000	Forecast Spend – Outturn (July) £'000	Forecast Variance – Outturn (July) £'000
900	568	- St Ives Flood Arches	900	2	900	0
2,226	1,996	- Other	2,226	383	2,226	0
1,407	850	Traffic Signal Replacement	1,407	484	1,407	0
200	200	Smarter Travel Management - Int Highways Man Centre	200	34	200	0
165	165	Smarter Travel Management - Real Time Bus Information	165	-3	165	0
		Highway Services				
		£90m Highways Maintenance schemes				
839	0	- B1050 Willingham, Shelford Rd Prov.	0	-4	0	0
500	0	- B660 Holme, Long Drove C/way resurface/strengthen	638	542	638	0
900	0	- B1382 Prickwillow Pudney Hill Road Carriageway	900	663	900	0
550	0	- B198 Wisbech, Cromwell Road Carriageway	625	-5	625	0
80,627	2,723	- Highways Maintenance (£90m) schemes under £500K	4,403	-33	4,360	-43
		Pothole grant funding	0	0	0	0
3,074	0	- Additional Surface Treatments 2020/21	3,074	1,125	3,074	0
3,770	0	- Pothole funding schemes under £500K	3,767	567	3,767	0
4,000	4,000	Footways	4,000	0	4,000	0
		Environment & Commercial Services				
6,634	3,188	- Waste Infrastructure	294	74	294	0
680	0	- Northstowe Heritage Centre	519	33	519	0
1,000	0	- Energy Efficiency Fund	306	-25	247	-59
8,998	8,835	- Swaffham Prior Community Heat Scheme	8,998	6	8,998	0
928	0	- Alconbury Civic Hub Solar Car Ports	583	-310	583	0
4,321	3,134	- St Ives Smart Energy Grid Demonstrator scheme	967	0	967	0
6,849	2,161	- Babraham Smart Energy Grid	1,409	-79	1,409	0
6,970	-	- Trumpington Smart Energy Grid	0	0	0	0
8,266	127	- Stanground Closed Landfill Energy Project	236	-10	236	0
2,526	-	- Woodston Closed Landfill Energy Project	0	-8	0	0
24,444	22,781	- North Angle Solar Farm, Soham	21,150	-120	21,150	0
635	550	- Fordham Renewable Energy Network Demonstrator	635	18	635	0
15,000	862	- Decarbonisation Fund	4,074	937	4,074	0
200	200	- Electric Vehicle chargers	200	0	200	0
500	500	- Oil Dependency Fund	500	0	500	0
300	300	- Climate Action Fund	300	0	300	0
3,145	0	- School Ground Source Heat Pump Projects	3,224	-90	3,224	0
		Infrastructure & Growth Services				
49,000	18	- Ely Crossing	58	-1,506	58	0
149,791	4,179	- Guided Busway	100	-12	100	0
0	0	- Cambridge Cycling Infrastructure	0	0	0	0
1,975	0	- Fendon Road Roundabout	275	5	160	-115
350	0	- Ring Fort Path	308	12	308	0
280	0	-Cherry Hinton Road	330	1	330	0
1,200	0	- St Neots Northern Footway and Cycle Bridge	0	5	5	5
6,950	2,063	- Chesterton - Abbey Bridge	0	7	0	0
33,500	10,900	- King's Dyke	12,700	3,504	12,699	-1
1,098	0	- Emergency Active Fund	785	68	785	0
2,589	0	- Lancaster Way	792	310	672	-120
1,000	0	- Scheme Development for Highways Initiatives	437	7	437	0

Total Scheme Revised Budget £'000	Original 2021/22 Budget as per BP £'000	Scheme	Revised Budget for 2021/22 £'000	Actual Spend (July) £'000	Forecast Spend – Outturn (July) £'000	Forecast Variance – Outturn (July) £'000
150	0	- A14	0	55	0	0
2,083	0	- Combined Authority Schemes	2,083	386	2,083	0
10,500	4,877	- Wisbech Town Centre Access Study	3,822	842	3,822	0
280	0	- A505	143	2	143	0
158	0	- Spencer Drove, Soham	158	12	158	0
45,890	14,937	Connecting Cambridgeshire	14,937	-85	14,821	-116
	483	Capitalisation of Interest	483	0	483	0
545,839	109,720		127,169	8,495	126,652	-517
	-25,237	Capital Programme variations	-25,237	0	-24,720	517
	84,483	Total including Capital Programme variations	101,932	8,495	101,932	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2020/21, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2020/21 financial year. The phasing of a number of schemes have been reviewed since the published business plan and are now incorporated in the table above

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

Appendix 7 – Commentary on Capital expenditure

- S106 Northstowe Bus Only Link

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
318	318	0	0	0	0	0

The contractor has provided a build cost in excess of budget. The project is currently on hold as the funding shortfall is still unresolved.

- Stuntney Cycleway

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
177	177	0	-19	+19	0	0

Current proposals are deliverable within the existing budget, however the design options are not favoured by local stakeholders. Design options of keeping the footpath on the Southern side of the A142 will certainly exceed the current budget. Awaiting costs from the contractor, although at this stage the works are estimated between £400,000 - £600,000. The decision will

then be which option is taken forward to construction, or whether the scheme is put on hold until further funding becomes available.

- Strategy and Scheme Development work

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
633	837	+204	+79	+125	+204	0

The Strategy & Scheme development budget is under pressure this year. There has not been much work forthcoming from the Combined Authority due to the change of Mayor revisiting their priorities and about what work they want CCC to do to assist the delivery of their programme.

There are also a number of areas of CCC work which the team are expected to deliver for which there is insufficient funding, this includes A428 Black Cat to Caxton Gibbet Examination which has to be delivered as it is part of CCC's statutory duty.

- Hardwick Path Widening

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
305	272	-33	-33	0	-33	0

Project delivered under budget and as per programme of construction. Efficiencies brought about by an amended design and widening the footpath within the Highway Boundary instead of re-aligning the carriageway.

- Girton to Oakington Cycleway

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
704	500	-204	-204	0	0	-204

Forecast for 21/22 £500k which includes the remaining construction costs for phase 1 and design fees for phase 2. The remaining £204k will need to be carried forward to 2022/23 for the completion of the scheme.

- Papworth to Cambourne Cycleway

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,147	1,147	0	0	0	0	0

Initial costs for this scheme are showing a cost of £1.4m compared to the £1,147k budget. There is potential for the transfer of savings from other Highway England funded cycling

schemes, plus savings from descoping the project. A further £400k has been awarded from Highways England towards this scheme and is included in the revised budget.

- Decarbonisation Fund

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
4,074	4,074	0	-6	+6	0	0

20 low carbon heating projects currently underway, 1 of which is now completed. Any unspent funding will roll forward to 2022/23.

- Fendon Road Roundabout

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
275	160	-115	-115	0	-115	0

The scope of remedial works still to be confirmed and ongoing landscaping costs also to be determined. It is expected the scheme will underspend against the allocated budget. As this scheme is funded by S106 contributions, any underspend would be reallocated to the S106 funding for the South Area.

Lancaster Way

Revised Budget for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Variance (July) £'000	Variance Last Month (June) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
792	672	-120	-120	0	-120	0

There is an expectation that scheme will now underspend against the allocation funding. This scheme is funded by the Combined Authority, so will mean a reduction in the reimbursement claimed.

Capital Funding

Original 2021/22 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Funding Variance - Outturn (July) £'000
13,873	Local Transport Plan	13,599	13,575	-24
4,182	Other DfT Grant funding	11,808	11,808	0
16,426	Other Grants	19,449	19,212	-237
8,437	Developer Contributions	3,641	3,314	-327
48,289	Prudential Borrowing	54,915	54,970	55

Original 2021/22 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2021/22 £'000	Forecast Spend - Outturn (July) £'000	Forecast Funding Variance - Outturn (July) £'000
18,030	Other Contributions	23,274	23,290	16
109,237		126,686	126,169	-517
-12,254	Capital Programme variations	-24,300	-23,783	517
96,983	Total including Capital Programme variations	102,386	102,386	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2020/21, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2020/21 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Funding	Amount (£m)	Reason for Change
New funding/Rephasing (DfT Grants)	3.48	Roll forward of unused pothole grant (£2.695m). Roll forward of Emergency Active travel fund grant (£0.785m)
New funding/Rephasing (Specific Grants)	3.13	Roll forward of Highways England funding for A14 cycling schemes (£0.991m). Roll forward of grant for Northstowe Heritage centre (£0.519m). Roll forward of grant for School Ground Source Heat Pump Projects (£1.88m) Roll forward of CPCA funding for Lancaster Way (£0.642m) Roll forward and rephasing Wisbech Town Centre Access scheme (-£1.055m) CPCA funding for A505 scheme (£0.143m).
Additional Funding / Revised Phasing (Section 106 & CIL)	-4.79	Developer contributions to be used for a number of schemes. Northstowe Bus link (£0.128m) Highway development work (£0.508m). Rephasing Bar Hill to Longstanton cycleway (-£0.730m). Rephasing Girton to Oakington cycleway (-£0.102m). Rephasing of Signals work (£0.557m). Rephasing of Waste scheme (-£0.117m). Rephasing of Guided Busway (-£4.079m). Rephasing of Fendon Road Roundabout (£0.275m). Rephasing of Ring Fort path (£0.308m). Rephasing of Cherry Hinton Road cycleway (£0.330m). Rephasing Chesterton Abbey Bridge (-£2.063m). Repahsing Lancaster Way (£0.150m).
Additional funding / Revised Phasing (Other Contributions)	5.59	Strategy & scheme development work (£0.149m). Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). Carriageway & Footway Maintenance

Funding	Amount (£m)	Reason for Change
		(£0.420m). Pothole funding (£4.000m). Rephasing King's Dyke (£0.611m). Combined Authority funding (£2.072m) Spencer Drove, Soham (£0.158m)
Additional Funding / Revised Phasing (Prudential borrowing)	14.01	Deletion of A14 cycling schemes which are part of phase 2 bid (-£0.125m). Rephasing of Highways Maintenance funding (£8.056m). Rephasing of Waste schemes (-£2.777m). Rephasing of Energy schemes (£7.19m). Rephasing King's Dyke (£1.189m). Rephasing Scheme development for Highway Initiatives.

Savings Tracker 2021-22

Quarter 1

Quarter 1				Investment £000				Prior Years	Planned Savings 2021-22 £000					Prior years	Forecast Savings 2021-22 £000								
				0	0	0	0	-340	-253	-252	-253	-252	-1,011	0	-252	-247	-265	-247	-1,011	0			
RAG	Reference	Title	Description	Budgeted Investment - Prior Years £000	Actual Investment - Prior Years £000	Budgeted Investment - 21-22 £000	Actual Investment - 21-22 £000	Original Saving - Prior Years	Original Phasing - Q1	Original Phasing - Q2	Original Phasing - Q3	Original Phasing - Q4	Original Saving 21-22	Savings Achieved - Prior Years	Current Forecast Phasing - Q1	Current Forecast Phasing - Q2	Current Forecast Phasing - Q3	Current Forecast Phasing - Q4	Forecast Saving 21-22	Variance from Plan £000	Saving complete?	% Variance	Direction of travel
Green	B/R.6.201	Review Winter Operations	Review winter operations – increase number of weather domains from 3 to 5						-4	-4	-4	-4	-17		0	0	-17	0	-17	0	No	0.00	↔
Green	B/R.6.202	Highways: Removal of Old VAS Signs	Removal of old VAS signs						-1	-1	-1	-1	-4		-4				-4	0	No	0.00	↔
Green	B/R.7.119	Income from Bus Lane Enforcement	Carry-forward saving - unachieved in 20/21. Due to COVID, existing income target not met in 20/21 Utilising additional bus lane enforcement income to fund highways and transport works, as allowed by current legislation.						-163	-162	-163	-162	-650	0	-163	-162	-163	-162	-650	0	No	0.00	↔
Green	B/R.7.120	Deployment of current surpluses in civil parking enforcement to transport activities	Carry-forward saving - unachieved in 20/21 Due to COVID, existing income target not met in 20/21. Deployment of current surpluses in civil parking enforcement to transport activities, including a contribution to Park & Ride, as allowed by current legislation.					-340	-85	-85	-85	-85	-340	0	-85	-85	-85	-85	-340	0	No	0.00	↔

Key to RAG ratings

RAG status	Description
RED	Not delivered within the target completion date (financial year)
AMBER	Highlighted concerns regarding delivery by completion date
GREEN	On target to be delivered by completion date

Update as at 01.08.2021

Cambridge City Works Programme

Carried Forward from 2018/19

Total Local Highway Improvement (LHI)_Schemes 27
 Total Completed 26
 Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	Project Update and any Issues or Variance Explanation
Cllr Richard Howitt 30CPX02296	Petersfield	Great Northern Road	Civils - Zebra crossing	RED	Road now adopted. Next stage NOI and the construction. New costs needed from contractor to deliver work. NOI consultation starts 03/08

Carried Forward from 2020/21

Total LHI Schemes 24
 Total Completed 23
 Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Beckett	Queen Edith	Cavendish Avenue	Raised Features - Installation of speed cushions along Cavendish Avenue to reduce vehicle speeds.	RED	Waiting on County Cllr responses to consultation sent out last week of May. Resident leading on the scheme currently away on holiday also. May be abandoned, and tied in with a future residents parking scheme.

Current Schemes Forward for 2021/22

Total LHI Schemes 20
 Total Completed 0
 Total Outstanding 20

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Richard Howitt	Petersfield	Cambridge Place	Parking restrictions - Extend loading restriction into Cambridge Place though the narrow section. Add Diag 816 No Through Road sign.	GREEN	With Cllr for comment / review. Next stage informal consultation with residents.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Alex Bulat	Abbey	Occupation Road	Parking restrictions - Yellow lining to only allow parking on one side of the road to allow access for emergency vehicles.	GREEN	Informal consultation with residents has commenced. Next stage feedback to Cllr as several responses have been received objecting to the proposal.
Richard Howitt	Petersfield	Union road	Signs / Lines - Replace existing DYL waiting restriction with "School Keep Clear" marking with associated amendment to existing traffic order to run the length of school accesses. Refresh existing DYL markings on approaches, add 20 roundels and SLOW markings.	GREEN	Design approved by local member. Scheme has been priced and order raised. Waiting on delivery date.
Alex Bulat	Abbey	The Homing's	Street lights - Exact amount of lights to be determined upon review and consultation, current allowance for 6 no.	GREEN	Informal consultation with residents has commenced. Waiting on local member to finalise lighting locations.
Elisa Meschini	Kings Hedges	Cameron Road	Raised features - Installation of cushions to help reduce vehicle speeds in the vicinity of the Ship Pub.	GREEN	Local member approved and informal consultation complete. Next stage Road Safety Audit.
Alex Beckett	Queen Edith's	Hills Road	Parking Restrictions - Double yellow lines for length of Hills Road access road - from 321 - 355	GREEN	Informal consultation with residents complete. Next stage TRO once other lining consultations have been completed.
Catherine Rae	Castle	Street Lights - Various	Street Lights - 2 no locations around the ward (Garden Walk / Sherlock Road) which currently have significant areas of unlit path.	GREEN	Design with local member for comment and review.
Catherine Rae	Castle	Huntingdon Road	Signs / MVAS - Warning signs in advance of zebra crossing and MVAS unit.	GREEN	Design work complete. Currently in for pricing with contractor.
Neil Shailer	Romsey	Coldhams Ln	MVAS unit.	GREEN	To be tied in with countywide MVAS procurement package.
Gerri Bird	Chesterton	Fallowfield / May Way / Orchard Avenue	Street lights - Various locations around Chesterton ward to improve lighting in existing dark spots.	GREEN	Design with local member for comment and review.
Richard Howitt	Petersfield	Saxon Street	Access restriction - Provide diagram 619 with sub plate "Except for Access" with relevant legal order. Signs are not legally required to be lit as within a 20mph zone but should be considered as the signs might be very hard to distinguish in the dark.	GREEN	Informal consultation with residents complete. TRO to follow on once ETRO schemes in area have been decided on later this financial year.
Catherine Rae	Castle	Albert St	Civils - New surface water drainage system, and improvements to the entrance of Albert St off Chesterton Road including imprint paving, new signs and new lining.	GREEN	Design work commenced 05/07
Elisa Meschini	Kings Hedges	Green End Road	Parking restrictions - yellow lining to both sides of the road to allow access for vehicles and increase visibility.	GREEN	Informal consultation with residents complete. Next stage TRO once other lining consultations have been completed.
Bryony Goodliffe	Romsey	Birdwood Rd	Raised Features - Speed cushions	GREEN	Informal consultation with residents has commenced through to mid-August.
Alex Bulat	Abbey	Riverside Bridge	Civils - Relocation of existing bollards and signs/lines to make it a clearer route for cyclists and pedestrians.	GREEN	Design with CamCycle, waiting on response.
Nick Gay	Market	Green Street	Signs / lines - change to NMU route between certain hours of the day to create a pedestrian zone for majority of hours during day	GREEN	Consulting with GCP and City Council regarding proposal. Waiting to hear from local member about proposed timings.
Gerri Bird	Chesterton	Chestnut Grove	Parking restrictions - DYL waiting restriction at junction	GREEN	Informal consultation with residents complete. Next stage TRO once other lining consultations have been completed.
Neil Shailer	Romsey	Coldhams Ln 256 - 258	Civils - Installation of footpath gullies and resurfacing of footpath to remove standing water.	GREEN	Design work commencing 05/07
Bryony Goodliffe	Cherry Hinton	Fishers Lane	Parking restrictions - Double Yellow Lines.	GREEN	Informal consultation with residents complete. Next stage TRO once other lining consultations have been completed.
Elisa Meschini	Kings Hedges	Nuffield Road	MVAS / Signs / Lines - 20mph repeater and road markings as needed	GREEN	Signing work complete, lining delayed due to parked cars. MVAS to be tied into countywide package.

Huntingdonshire Works Programme

Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 21
 Total Completed 19
 Total Outstanding 2

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Cllr Bywater	Folkesworth & Washingley	Village Area	7.5t Weight Limit	RED	Officer met with PC on 20/07/21. Suggested to re-explore potential weight limit. In the process of consulting P&R and Police.
Cllr Gardener	Winwick	B660	30mph speed limit	RED	Awaiting confirmation from Parish/ Community on their increased contribution prior to raising works order.

Carried Forward from 2020/21

Total LHI Schemes 25
 Total Completed 13
 Total Outstanding 12

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Wilson	Huntingdon	Hinchingbrooke	Footway widening	GREEN	Work Complete
Cllr Criswell	Woodhurst	Wheatsheaf Rd & Church Street	Provision of 40mph buffer zones	RED	Works Order raised. Contractor is still awaiting signs delivery.
Cllr Wilson	Huntingdon	Butts Grove Way near Thongsley School and Coneygear Park	Installation of pedestrian crossing	GREEN	Work Complete
Cllr Bywater	Sawtry	Gidding Road	Installation of pedestrian crossing	RED	Amended design is to be sent to BB for street lighting design. RSA1&2 to be requested by end of August once changes agreed with PC.
Cllr West	Great Paxton	High Street	Priority narrowing's	RED	Initial scope turned out to be unfeasible. PC received alternative proposals which they are not happy with. PC requested on site meeting which should take place by the end of August depending on Cllrs and Officers availability.
Cllr Bates	Hemingford Abbots	Common Lane, High Street and Ride away	Proposed 20 mph and 30mph speed limits	GREEN	Work Complete
Cllr Gardener	Catworth	Church Road	New footway leading up to the bus stop	RED	Reduced scope to get agreed with PC due to budget constraints. CCC have increased their contribution, still awaiting PC's response on how they would like us to proceed.
Cllr Gardener	Stow Longa	Stow Road/ Spaldwick Road	Provision of 40mph buffer zones, gateway features and provision of MVAS	GREEN	Work Complete
Cllr Bywater	Elton	Overend	Proposed road narrowing and provision of a speed hump	GREEN	Civil works completed. Awaiting confirmation with regard to LC install.
Cllr Criswell	Kings Ripton	Ramsey Rd	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Work Complete
Cllr Gardener	Ellington	Grafham Road & Thrapston Road	Provision of a Mobile Vehicle Activated Sign (MVAS) and mounting posts	GREEN	Work Complete
Cllr Rogers	Abbots Ripton	The main roads through and into the village	Heavy Commercial Vehicles (HCV) survey	RED	Survey programmed for 28th September.
Cllr McGuire	Yaxley	New Road, Norman Cross	Waiting restrictions and parking restrictions	GREEN	Work Complete
Cllr Downes	Buckden	Mill Road	Provision of a Mobile Vehicle Activated Sign (MVAS). Improved lining and priority signage	RED	Works order raised. Awaiting completion date.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Gardener	Winwick	B660, Old Weston Road	Provision of a Mobile Vehicle Activated Sign (MVAS)	RED	Posts are being provided as part of the speed limit package and will be ordered once CIL funding/ 'PC's' contribution has been confirmed.
Cllr Gardener	Great Staughton	The Causeway	Speed limit reduction to 30 mph and provision of a Mobile Vehicle Activated Sign (MVAS)	RED	Works Order raised. Waiting on delivery date from contractor. Signs delivery delayed.
Cllr Criswell	Colne	B1050 Somersham Road	Footway improvement	GREEN	Work Complete
Cllr Bywater	Stilton	North Street, High Street and Church Street	Provision of a Mobile Vehicle Activated Sign (MVAS)	GREEN	Work Complete
Cllr Downes	Brampton	The Green, Brampton	Installation of pedestrian crossing	RED	Detailed design sent for PC's approval by the end of August.
Cllr Bates	Hilton	B1040 / Potton Road	Conduct a feasibility study	GREEN	Work Complete
Cllr Rogers	Warboys	Ramsey Road	Provision of a Mobile Vehicle Activated Sign (MVAS) and 40 mph buffer zone	RED	Works Order raised. Design has changed and so Officer is to confirm amended gateway location.
Cllr Fuller	St Ives	Footpath crossing Erica Road	Provision of crossing point and installation of knee-rail fence	RED	Request for street lighting design sent to BB. TC requested an on site meeting. Awaiting confirmation on an actual date.
Cllr Taylor	St Neots	Hawkesden Road, Priory Hill Road	Waiting restrictions	GREEN	Work Complete
Cllr Bywater	Holme	B660 Station Rd and B660 Glatton Lane	Provision of 30 mph speed roundel on a red high friction surface (HFS)	GREEN	Work Complete
Cllr Gardener	Great and Little Gidding	B660 egress from and ingress to the village	Provision of new warning signs and markings, installation of 40 mph buffer zones and village gateway features	RED	Awaiting programme date for the wide base post installation. MVAS unit collected by PC on 7th July 2021.

Current Schemes Forward for 2021/22

Total LHI Schemes 29
Total Completed 0
Total Outstanding 29

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Ian Gardener	Upton and Coppingford PC	Upton Village, Upton	Reduction in the speed limit from 30mph to 20mph with 30mph buffer limits.	GREEN	Revised proposal sent to PC on 15/07/21. Received comments. Further changes required. Amended design to be sent to P&R and Police for their approval.
Simon Bywater	Glatton	B660 (Infield Road) Sawtry Road	Install 1 no. MVAS unit to assist in encouraging greater compliance with the speed limit.	GREEN	TC to be requested by the end of w/c 09/08/21.
Douglas Dew	MD Community Roadwatch	Sawtry Way (B1090) Mere Way	Reduce speeds (implement changes to the current speed limit) as per feasibility study.	GREEN	E-mail sent to CRW on 16/07/21 asking for further speed data post lockdown as existing does not support a reduction to 40mph.
Steve Criswell	Woodhurst	Woodhusrt, South Street & Church Street	Supply 1 no. MVAS unit and install two new posts. Lighting columns to be utilised as additional mounting locations.	GREEN	Plans sent to PC for approval. Received comments. Revised plans to be sent to PC for their final approval.
Steve Corney	Upwood and the Raveleys PC	Upwood and the Raveleys Parish	Supply 1 MVAS unit and agree on 5 mounting locations (new posts and lighting columns).	GREEN	Plans sent to PC for approval. Have just received their comments. To be reviewed and appropriate action taken.
Jonas King	Huntingdon Town Council	B1514 / Hartford Main Street	Install an informal pedestrian crossing within the vicinity of the bus stop positioned along B1514, Hartford.	GREEN	In preliminary design
Ian Gardener	Kimbolton and Stonely	B645 / Tillbrook Road	Supply 2 no. MVAS units and install mounting posts to reduce speed on B645 through the village. The above to be implemented on the proviso that PC's contribution is min. 20% of the total cost (not 10%).	GREEN	Preliminary plans sent to PC for review and approval. On site meeting scheduled for 9th August.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Adela Costello	Ramsey	Wood Lane, Ramsey (B1096)	Construct a new footway from the village to the 1940's Camp to aid in pedestrian safety along a busy road.	GREEN	In preliminary design
Simon Bywater	Stilton PC	North street, Stilton (North end) B1043 Junction	Install 40mph buffer zone as per feasibility study.	GREEN	In dpreliminary design. Site visit scheduled for 6th August.
Ian Gardener	Tilbrook PC	Station Road, Tilbrook	Supply 1 no. MVAS unit and install two posts to reduce speeds in this narrow roadand improve pedestrian safety.	GREEN	Preliminary plans sent to PC for review and approval. On site meeting scheduled for 9th August.
Douglas Dew	Houghton and Wyton	Mill St	Install additional information signs. Level and harden verge used for parking with planings.	GREEN	In preliminary design
Stephen Ferguson	Great Gransden	Ladies Hill, Meadow Road Middle Street	Priority give way features on Ladies Hill and Middle Street to aid in speed reduction and increase pedestrians' safety.	GREEN	In preliminary design
Ian Gardener	Old Weston	B660 / Main Street (Old Weston)	Install village gateways and 40mph buffer zones at the entrances to the village. Red coloured surfacing along B660 at the existing 30mph speed limit.	GREEN	Design to be completed by the end of September.
Simon Bywater	Sawtry PC	The Old Great North Road, Sawtry (Opp Straight Drove)	Install "Pedestrian Crossing" warning signs, SLOW markings and cut back vegetation.	GREEN	Site visit scheduled for 5th August.
Simon Bywater	Sibson-cum-Stibbington PC	Old Great North Road, Stibbington	Introduce parking restrictions in a form of double yellow lines.	GREEN	Preliminary plan to be sent to PC for review and approval by end of August.
Stephen Ferguson	Abbotsley	B1046, Abbotsley	Install 1 no. MVAS unit and mounting posts to reduce speed on B1046 through the village.	GREEN	Prelim plans completed. To be sent for PC's review and approval by end of August.
Ian Gardener	Bythorn & Keyston	Thrapston Road	Install MVAS and gateways on Thrapston Road to calm traffic and reduce speeds through Bythorn Village.	GREEN	Prelim plans completed. To be sent for PC's review and approval by end of August.
Graham Wilson	Godmachester	East side of London Eoad, Godmanchester	Install parking restrictions in a form of double yellow lines in pre-agreed locations along London Rd.	GREEN	Site visit scheduled for 5th August.
Ian Gardener	Great & Little Gidding	Mill Road (between Gt Gidding and Little Gidding) Luddington Road (towards Luddington Village)	Install 40mph buffer zones on roads leading to Great Gidding village. This will aim to reduce traffic speeds at approaches to the village.	GREEN	Design to be completed by the end of September.
Ian Gardener	Perry	Chichester Way, Perry	Amend the TRO to change the current waiting time to a max 30min.	GREEN	In preliminary design
Douglas Dew	Hemingford Grey	Hemingford Grey Centre	Proposed 20mph spded limit along various roads across the village.	GREEN	In the process of collecting speed data. Speed boxes installed in w/c 2nd August.
Keith Prentice	Little Paxton	Great North Road from A1 South (In front of co-op foodstore)	Install parking restrictions in a form of double yellow lines to tackle inconsiderate parking issues.	GREEN	Site visit scheduled for 1st September.
Steve Criswell	Bluntisham	Colne Road, Bluntisham	Improve existing pedestrian Zebra crossing at Colne Road by making it more conspicuous.	GREEN	Zebrite units ordered. Awaiting installation date. Site visit took place on 22/07/21 to discuss pedestrian gurdrails. To be discussed further.
Stephen Ferguson	Great Paxton	B1043 from Harley Ind Estate, Paxton Hill to High St, Great Paxton	Install 40mph buffer zones on the approach to village from Harley Industrial Estate, Paxton Hill to High Street to lower speeds before entry to the current 30mph speed restriction.	GREEN	Site visit scheduled for 1st September.
Douglas Dew	Fenstanton	8 - 30 Chequer Street, Fenstanton	To install new hard surface (to act as parking bays) and knee high fence segregating the latter from the footpath. PC's contribution insufficient. Clarification on increased contribution received.	GREEN	Site meeting took place with PC on 2nd August. Ongoing discusstion regarding scheme's proposed design.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Ian Gardener	Leighton Bromswold	Sheep St / Staunch Hill	Supply 1 no. MVAS unit and install mounting posts to reduce speed on Sheep St and Staunch Hill entry point to reduce speeds and improve pedestrians' safety.	GREEN	Preliminary plans sent to PC for review and approval. On site meeting requested.
Steve Corney	Abbots Ripton	B1090 and C115	Existing verge widening (to be used in absence of footpath) to link Home Farm Close with school, shop and church.	GREEN	Liaison with structers team with regard to proposed design.
Simon Bywater	Elton	B671 "Overend" Elton	Initial proposal was for a pedestrian crossing point between Black Horse PH car park and the centre of the village. Installation of a table top. Two of the Local Members scored the proposal based on table top only. PC's contribution insufficient. PC confirmed their increased contribution at £6507 instead of £5299.67. This will not resolve the issue.	GREEN	E-mail sent to PC on 04/06/21 asking for confirmation of project scope. Further chase up e-mail sent on 07/07/21. Still awaiting response.
Ian Bates	Hilton	B1040 through Hilton	24 hour weight limit TRO to improve safety, reduce noise and pollution, and to prevent further damage from HGVs travelling through narrow roads within the village.	GREEN	In preliminary design

Fenland Works Programme

Carried Forward from 2019/20

Total Local Highway Improvement (LHI) Schemes 14
 Total Completed 13
 Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/20 completion date)	Project Update and any Issues or Variance Explanation
Cllr Connor / Cllr Costello	Pondersbridge	B1040 (Ramsey Road, Herne Road) & Oilmills Road	Traffic calming	RED	Works completed on site, but road safety audit has highlighted some required remedial action. Amended design is completed and we have now received the road safety audit back. Awaiting cost Balfour Beattys electrical work. Revised design sent to PC / County Cllrs end of July for comment and review.

Carried Forward from 2020/21

Total LHI Schemes 10
 Total Completed 6
 Total Outstanding 4

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Gowing	Fenland Road Safety Campaign	Honey Farm Bends - Sixteen Foot	Installation of safety barriers	RED	Order raised start date 13/09/21
Cllr King	Tydd St Giles	Black Dike	Bridleway bridge repairs	GREEN	Works complete
Cllr Tierney	Wisbech	South Brink	Traffic Calming	RED	Draft design complete. Awaiting Member response, member has been chased by CCC Officer.
Cllr Hay	Chatteris	Wenny Road	Speed reduction measures	GREEN	Works complete
Cllr King	Parson Drove	Sealeys Lane	New Footway	GREEN	Works complete
Cllr Connor	Benwick	Doddington Road	Mobile Vehicle Activated Sign	GREEN	Works complete
Cllr King	Gorefield	High Road	Footway resurfacing	GREEN	Works complete
Cllr King	Leverington	Sutton Road/Leverington Common	Speed limit reduction	RED	Meeting held with Parish, an additional £10k available. Design amendments made post Road Safety Audit, submitted for recosting.
Cllr Connor	Doddington	High Street	Footway improvements	GREEN	Works complete
Cllr King	Wisbech	North Brink	New one way	RED	Design proposal has been sent to Wisbech Town Council for approval. Drainage survey ordered to assist with detailed design. Investigating requests from applicant re non-standard highway street furniture.

Current Schemes for 2021/22

Total LHI Schemes 10
 Total Completed 0
 Total Outstanding 10

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
	Wisbech	Tinkers Drove	Install speed cushions through the length	GREEN	In preliminary design, Town Council's consultation responses from residents received.
	March	Creek Road / Estover Road	Footway widening / signing & lining	GREEN	In preliminary design
	Wisbech	New Drove / Leach Close	DYs at junction	GREEN	Design approved by Town Council, awaiting formal consultation process start date from Policy & Regulation Team
	Whittlesey	Various (20mph)	20mph & associated traffic calming	GREEN	In preliminary design. Awaiting further speed survey data.
	Whittlesey	Various (DYs)	DYs at junctions	GREEN	Locations confirmed, design needs checking, then to be reviewed by Town Council.
	Doddington	High Street	Adjust kerbing & resurface footway	GREEN	In preliminary design needs level survey
	Gorefield	High Road	Footway resurfacing	GREEN	Target costs received. Awaiting surfacing core information before ordering works
	Wimblington	Fullers Lane / Meadow Way	Extend existing 7.5T weight limit (signing)	GREEN	Working on detailed design, discussions required with street lighting.
	Wisbech St Mary	High Road	30mph extension and traffic calming	GREEN	In preliminary design
	Parson Drove	Sealey's Lane	New footway construction	GREEN	In preliminary design, site measures undertaken.

East Works Programme

Carried Forward from 2020/21

Total LHI Schemes 13
Total Completed 7
Total Outstanding 6

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Schumann	Reach	Fair Green	Vehicle length restriction	GREEN	Works complete
Cllr Goldsack	Viva Arts & Community Group	Spencer Drove	Carriageway widening / reconstruction	GREEN	Work Complete
Cllr Dupre	Sutton	B1381	Mobile Vehicle Activated Sign	GREEN	Work Complete
Cllr Hunt	Haddenham	Hill Row	Mobile Vehicle Activated Sign	RED	Posts installed, awaiting delivery of Mobile vehicle activated sign from SWARCO
Cllr David Ambrose Smith	Littleport	Ten Mile Bank	Signing & Lining	GREEN	Work Complete
Cllr Hunt	Wilburton	High Street	Reduce vehicle speeds	RED	Scheme to be tied in with 2021/22 LHI
Cllr Bailey	Ely	Beresford Road	Zebra Crossing	RED	Belisha Beacons installed and connected. Work started on site - 26/07/21
Cllr Shuter	Brinkley	Carlton Road	Buffer zone, speed cushions	RED	Scheme to be sent to Road Safety Audit by end of WC 02/08 following amendments requested by the applicant.
Cllr Schumann	Chippenham	High Street	Mobile Vehicle Activated Sign	GREEN	Work Complete
Cllr Shuter	Westley Waterless	Brinkley Road	Traffic calming	RED	Submitted for Target Cost 30/07.
Cllr Dupre	Witchford	Main Street	Footway widening	RED	Target cost requested. Road Safety Audit received.
Cllr Schumann	Snailwell	The Street	New Footway	GREEN	Work Complete
Cllr Shuter	Lode	Lode Road	Mobile Vehicle Activated Sign	GREEN	Works complete

Current Schemes for 2021/22

Total LHI Schemes 10
Total Completed 0
Total Outstanding 10

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Cllr J Schumann	Fordham	Carter Street	Raised table and speed cushions	GREEN	In detailed design, site visits complete.
Cllr Whelan / Cllr Dupre	Little Downham	B1411	Solar studs	GREEN	In preliminary design, in discussion with Local Highway Officer to see if any remedial works on footway can be carried out prior to stud installation.
Cllr Dupre	Witchford	Main Street	Pedestrian crossing near school	AMBER	Meeting held with Parish Council, they would like a Zebra crossing to be installed (not stated at feasibility). Vehicle and Pedestrian Surveys are required - scheme on hold until children return to school in September.
Cllr Goldsack	Soham	Northfield Road	Warning signs & improvements	GREEN	Applicant contacted to discuss preliminary design, working on detailed design.
Cllr J Schumann	Burwell	Ness Rd / Swaffham Rd / Newmarket Rd	40mph buffer zones	GREEN	Working on detailed design drawings.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Cllr D Schumann	Stretham	Newmarket Rd	40mph buffer zone & priority give way	GREEN	Working on detailed design drawings. Expected completion by end of August.
Cllr D Schumann	Haddenham	The Rampart / Duck Ln / High St / Camping Cl	20mph limit with traffic calming	GREEN	In preliminary design. Awaiting availability of speed boxes
Cllr D Schumann	Wilburton	Stretham Rd	30mph speed limit	GREEN	In preliminary design
Cllr Dupre	Coveney	Jerusalem Drove	Gateway with signing & lining	GREEN	Design with Parish Council for approval. Works package ready to be sent for target cost
Cllr Sharp	Brinkley	Brinkley Rd / Six Mile Bottom / High St	40mph buffer zone	GREEN	Working on detailed design drawings.

South Cambridgeshire Works Programme

Carried Forward from 2020/21

Total LHI Schemes 18
Total Completed 17
Total Outstanding 1

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/21 completion date)	Project Update and any Issues or Variance Explanation
Cllr Atkins	Hardwick	Cambridge Road	Civils - Installation of priority give way build outs along Cambridge Rd.	RED	Intention is to tie in with cycling team scheme which is now on site. Expected delivery towards end of cycle scheme in 2021. Waiting on a revised cost from contractor.

Current Schemes for 2021/22

Total LHI Schemes 17
Total Completed 1
Total Outstanding 16

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
Ros Hathorn	Histon & Impington	Various - centre of village	Civils / Raised feature / Parking restrictions - High St/The Green change alignment of kerbs to narrow junction & imprint block paving pattern to highlight pedestrian desire line. Brook Close use existing desire line & install flat top hump 5m inset into junction. DYL waiting restrictions on Home Close, disabled parking spaces and refresh lining as required. Additional cycle stands are allowed for, exact locations to be confirmed.	GREEN	Design work underway
Maria King / Brian Milnes	Babraham	High St	Raised Features / Speed Limit - Install one single & four pairs of speed cushions along High Street. Single one to go next to existing give way feature. Install a new 20mph zone along High Street from the existing 30mph limit to the pub, moving the 30mph limit out of the village to where the existing cycle path ends.	GREEN	Parish have approved proposals. Informal consultation has commenced.
Mandy Smith	Caxton	Village Wide	Civil - Gateway features at village entry's and MVAS post.	GREEN	Design work underway
Susan Van De Ven	Whaddon	Whaddon Gap - Just past Barracks entrance	Speed Limit / Civils - Installation of new 40mph limit and 2 no central islands.	GREEN	Design work complete. With the parish council for comment & review 30/07
Michael Atkins	Barton	Village Wide	Speed limit - Additional lining/soft traffic calming in the 50mph limit area south of Barton. 40mph buffer zone on Haslingfield Rd. Comberton Road existing derestricted length sub 600m so infill whole length to 40mph. Dragons teeth and roundels on Wimpole Rd, Haslingfield Rd, Comberton Rd approaches to Barton. New pedestrian crossing for access to recreation ground on Wimpole Road by extending footway on Haslingfield Rd south	GREEN	Parish have approved, including revised costs as they have asked for additional work. Now in for Road Safety Audit.
Neil Gough	Cottenham	Oakington Road	Civils / Speed Limit - Introduce a 40 mph buffer combined with a chicane feature, with	GREEN	Design work complete. With the parish council for comment & review 03/08.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/22 completion date)	Project Update and any Issues or Variance Explanation
			500mm drainage channel. Install 2 No new MVAS sockets, remark the 30mph roundel plus red surfacing and dragons teeth.		
Maria King / Brian Milnes	Newton	Various - centre of village	Parking restrictions - Double yellow lines to prevent vehicles parking too close to 5 way junction in centre of village and limiting visibility.	GREEN	Parish have approved proposals. TRO consultation to follow shortly.
Michael Atkins	Grantchester	Grantchester Road	Civils / Parking restrictions - Install a new give way feature around 20 metres west of farm access. Install double yellow lines on northern side of Grantchester Road from lay-by to point where it meets existing on southern side. Move 30mph east by around 20m. Install dragons teeth and 30mph roundel at new 30mph location, along with a village gateway feature on the inbound lane (in the verge).	GREEN	Parish have approved. Now in for Road Safety Audit.
Mandy Smith	Graveley	Offord Road	Speed limit - Install a new 40mph buffer zone on top of existing 30mph speed limit on Offord Road. To accompany the buffer zone, install chevrons on the right hand bend to highlight it should be navigated at slow speed. Install a 'SLOW' road marking at existing warning sign and dragon's teeth and roundels at the 30/40 terminal signs.	GREEN	Design with parish for comment and review.
Mark Howell	Bourn	Fox Road / Gills Hill / Alms Hill	Raised Features - Install two pairs of bolt down speed cushions at a height of 65mm on the down hill section of Alms Hills from Caxton Road. Includes patching existing road beforehand under road closure.	GREEN	Parish have approved. Now in for Road Safety Audit.
Maria King / Brian Milnes	Harston	Station Road	Signs/Lines - Installation of solar powered flashing school signs and associated road markings.	GREEN	Design work complete. With the parish council for comment & review.
Henry Batchelor	Willingham Green	Village Wide	Speed Limit - New 50mph in place of existing 60mph limit and associated signs/lines.	GREEN	Parish have approved proposals. TRO consultation complete. Next stage costing.
Sebastian Kindersley	Wimpole	A603	MVAS unit and mounting posts.	GREEN	Design work complete. With the parish council for comment & review.
Sebastian Kindersley	Steeple Morden	Village Wide	Speed limit - 40mph buffer zones on 3 approaches to the village	GREEN	Design work complete. Parish have approved. Next stage TRO.
Sebastian Kindersley	Gamlingay	Mill Hill	Civils - Installation of 1.80m wide footpath between existing and farm shop	GREEN	Design work complete. Parish have approved. Next stage road safety audit.
Sebastian Kindersley	Litlington	South St / Meeting Lane	Sign / Lines - Improvement to existing lining and signage in vicinity of South St to emphasise the existing one way system.	GREEN	Work Complete
Michael Atkins	Hardwick	St Neots Road	Civils / Speed limit - Village entry treatment at existing 40 limit into village - including central island, section of shared use path widening & 50mph speed limit from A1303 RAB.	GREEN	To be tied in with third party works at the request of the PC. Design almost complete.

Trees

Countrywide Summary - Highway Service

Update as at 05.11.2020

Total to date Countywide (starting 1 January 2017)

Removed 202
Planted 2944

Trees	City	South	East	Fenland	Hunts	Total Countywide
Removed 1st January 2017 to 31st March 2019	10	30	8	4	35	87
Planted 1st January 2017 to 31st March 2019	3	1	2752	0	0	2756
Removed 2019/2020	1	14	62	1	16	94
Planted 2019/2020	0	63	32	8	31	134
Removed 2020/2021	1	12	5	1	2	21
Planted 2020/2021	1	34	17	2	0	54

This financial year summary:

Trees	City	South	East	Fenland	Hunts	Total Countywide
Removed 2021/2022	0	1	0	0	2	3
Planted 2021/2022	0	0	3	0	0	3

Comparison to previous month:

Jun-21	Removed	Planted
City	0	0
South	0	0
East	0	0
Fenland	0	0
Hunts	0	0
Total	0	0

Jul-21	Removed	Planted
City	0	0
South	0	0
East	0	0
Fenland	0	0
Hunts	0	2
Total	0	2

Please Note: This data comprises of only trees removed and replanted by Highways Maintenance and Highways Projects & Road Safety Teams (inc. LHIs) and Infrastructure and Growth. Whilst officers endeavour to replace trees in the same location they are removed, there are exceptions where alternative locations are selected, as per the county council policy. However trees are replanted in the same divisional area that they were removed.

Key

Background colour	Highlights
Green	Tree Replaced

Cambridge City Tree Works

Total Removed in Current Month

JULY 0

Total Planted in Current Month

JULY 0

Ward	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Number of trees Replaced in Area
Coleridge	Sandra Crawford	Coldhams Lane	6	Subsidence	Y	
Castle	Jocelynn Scutt	Frenchs Road	1	Obstruction	Y	
Castle	Claire Richards	Mitchams Corner	3	Obstruction	Y	
Newnham	Lucy Nethsingham	Skaters Meadow	1	Obstruction	Y	3
		Fendon Road	1	Major Scheme - Fendon Road Roundabout, replaces a tree removed previously in the year		1
-	-	Total	12	-	-	4

South Tree Works

Total Removed in Current Month

JULY 0

Total Planted in Current Month

JULY 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Comberton	Lina Nieto	Kentings	1	Diseased / Dead	Y	Y	1
Cottenham	Tim Wotherspoon	Twentypence Road	2	Natural Disaster	2017-12-02	2017-12-02	2
Duxford	Peter Topping	Ickleton Road	1	Diseased / Dead	2017-02-02	2017-02-02	1
Sawston	Roger Hickford	Mill Lane	12	Diseased / Dead	2017-12-02	2017-12-02	12
Little Shelford	Roger Hickford	Whittlesford Road	1	Obstruction	2018-10-25	2018-10-25	1
Longstowe	Mark Howell	High Street	1	Diseased / Dead	2017-10-10	2017-10-10	1
Oakington	Peter Hudson	Queensway	3	Diseased / Dead	2018-10-25	2018-10-25	3
Sawston	Roger Hickford	Resbury Close	1	Diseased / Dead	2018-10-25	2018-10-25	1
Bassingbourn	Susan van de Ven	North End	2	Diseased / Dead	2018-10-29	2018-10-29	2
Bourn	Mark Howell	Riddy Lane (behind 3 Baldwins Close)	1	Diseased / Dead	2018-10-29	2018-10-29	1
Grantchester	Lina Nieto	Barton Road	1	Diseased / Dead	2018-10-29	2018-10-29	1
Histon	David Jenkins	Parlour Close	1	Damaged	2017-12-02	2017-12-02	1
Girton	Lynda Harford	Thornton Close	1	Diseased / Dead	2018-10-25	2018-10-25	1
Grantchester	Lina Nieto	Mill Way	1	Subsidence	2018-10-29	2018-10-29	1
Little Wilbraham	John Williams	O/s 89 High Street	1	Obstruction	2018-06-01	2018-06-01	1
Waterbeach	Anna Bradnam	Clayhithe Road	1	Diseased / Dead	2019-03-11	2019-03-11	1
Bourn	Mark Howell	Riddy Lane (Church St) corner	4	Diseased / Dead	2019-11-04	2019-11-04	4
Hardwick	Lina Nieto	St Neots Rd	8	Diseased / Dead	2019-11-04	2019-11-04	8
							21
Comberton	Lina Nieto	Swaynes Lane	1	Obstruction	2020-02-27	2020-02-27	
Girton	Lynda Harford	Cambridge Road	1	Diseased / Dead	2020-04-30	2020-04-20	1
Foxton					2020-09-25	2020-09-25	2
Gamlingay	Sebastian Kindersley	Stocks Lane	1	Diseased / Dead	2020-11-02	2020-11-02	2
Gamlingay	Sebastian Kindersley	Northfield Close	1	Diseased / Dead	2020-11-02	2020-11-02	2
Grantchester	Lina Nieto	Coton Road	1	Dead	2020-12-02		2
Foxton	Caroline ilott	O/S 73 High street	1	Dead	2021-01-18	2021-01-18	1
Madingley	Lina Nieto	The Avenue, Madingley	2	Diseased / Dead	2021-03-06	2021-03-06	4

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Bourn	Mark Howell	Riddy Lane	3	Dead	2021-03-05	2021-03-05	6
Hardwick	Lina Nieto	Footpath off Limes Road	2	Diseased / Dead	2021-03-06	2021-03-06	2
Quy Mill Road	John Williams	Stow-cum-Quy				2021-04-00	5
Linton road	Clarie Daunton	Little Abington	1	Obstruction	2021-05-19		
-	-	Total	57		-	-	101

East Tree Works

Total Removed in Current Month

JULY 0

Total Planted in Current Month

JULY 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Ely	Anna Bailey	The Gallery	1	Diseased / Dead	2017-09-01	2017-09-01	1
Littleport	David Ambrose Smith	Queens Road no.5	1	Diseased / Dead	2017-03-24	2017-03-24	1
Ely	Anna Bailey	Angel Drove	1	Diseased / Dead	2017-09-01	2017-09-01	1
Ely	Bill Hunt	Main St, Lt Thetford No.16	1	Diseased / Dead	2018-09-20	2018-08-02	1
Ely	Anna Bailey	St Catherines	1	Diseased / Dead	2018-07-11	2018-07-11	1
Ely	Anna Bailey & Lis Every	Lynn Road 83a/85	1	Natural Disaster	2018-07-11	2018-07-11	1
Ely	Anna Bailey	The Gallery	1	Diseased / Dead	2017-09-01	2017-06-22	1
Ely	Anna Bailey	Witchford Road	2	Diseased / Dead	2020-07-16	2020-07-16	2
Burwell	Josh Schumann	Causeway	1	Diseased / Dead	2018-11-19	2018-11-19	1
Snailwell	Josh Schumann	The Street	1	Natural Disaster	2019-05-11	2019-05-11	1
Sutton	Lorna Dupre	Bury Lane	1	Diseased / Dead	2019-09-25	2019-09-25	2
Lode	Mathew Shuter	Northfields	1	Removed in Error	2020-01-27	2020-01-27	1
Ely	Anna Bailey & Lis Every	Lynn Road 83a/85	1	Natural Disaster	2020-02-10	2020-02-10	1
Stow cum Quay / Lode / Swaffham Bulbeck	Mathew Shuter / John Williams	A1303	43	A1303 Safety Scheme	2019-11-19	2019-11-19	
Dullingham	Mathew Shuter	Brinkley Road	3	Natural Disaster	2020-20-10	2020-20-10	1
Dullingham	Mathew Shuter	Station Road	2	Natural Disaster	2020-20-10	2020-20-10	1
Cheveley	Mathew Shuter	Broad Green	5	Natural Disaster	2020-20-10	2020-20-10	1
Soham	Mark Goldsack	Northfields	1	Natural Disaster	2020-20-10	2020-20-10	1
Snailwell	Josh Schumann	Newmarket Road	1	Natural Disaster	2020-20-10	2020-20-10	1
Snailwell	Josh Schumann	The Street	1	Natural Disaster	2020-20-10	2020-20-10	1
Chippenham	Josh Schumann	Chippenham Rd	1	Natural Disaster	2020-20-10	2020-20-10	1
Cheveley	Mathew Shuter	Ditton Green	1	Natural Disaster	2020-20-10	2020-20-10	1
Sutton	Lorna Dupre	The Row	1	Dead	2021-01-14	2021-01-14	3
Lt Thetford	Anna Baily	Ely Rd	1	Natural Disaster	2020-15-09	2020-15-09	2

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Ely	Anna Bailey	Fitzgerald Avenue	1	Diseased / Dead	2020-06-02	2020-06-02	1
-	-	Total	75	-	-	-	30

Additional Trees

Parish	Cllr name	Location	Number of trees	Replaced Date	Planted Narrative - Which trees are being replaced (Location)
Witchford	Lorna Dupre	plot of land	70	Phased rollout - On-going	70 Trees agreed to be planted following initiative between the Parish Council and CCC to help reduce the deficit of trees that had been lost countywide.
Witchford	Lorna Dupre	plot of land	26	Phased rollout - On-going	26 further trees agreed to be planted following initiative between the Parish Council and CCC to help reduce the deficit of trees that had been lost countywide.
Ely		Ely Bypass Project	2678	Project completed in 2018	Number of trees planted as part of the Ely Bypass Scheme
-	-	Total	2774	-	-

Total planted per area = **2800**

Fenland Tree Works

Total Removed in Current Month JULY 0
Total Planted in Current Month JULY 0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
Wisbech	Samantha Hoy	Westmead Avenue	1	Diseased / Dead	2018-02-20	2018-02-20	1
March	Janet French	Elliott Road (Avenue Jct with)	1	Diseased / Dead	2018-02-20	2018-02-20	1
Wisbech	Simon Tierney	Southwell Rd	1	Natural Disaster	2018-02-20	2018-02-20	1
March	Janet French	Elwyndene Road	1	Diseased / Dead	2018-05-21	2018-10-23	1
Wisbech	Samantha Hoy	Rochford Walk	1	Diseased / Dead	2019-08-01	2019-08-01	1
-	-	-	-	-	-	-	3
Wisbech	Samantha Hoy	Mount Drive	1	Obstruction	2021-02-02	2021-03-01	2
-	-	Total	6	-	-	-	10

Huntingdon Tree Works

Total Removed in Current Month JULY 2
Total Planted in Current Month JULY 0

Parish	CLlr name	Location	Number of trees Removed	Reason Removed	CLlr Informed	Parish informed	Number of trees Replaced in Area
Eaton Ford	Derek Giles	Orchard Close	2	Diseased / Dead	2018-03-27	2018-10-29	1
Elton	Simon Bywater	Back Lane	1	Subsidence	2018-03-27	2+C8:G329/10/2018	1
Fenstanton	Ian Bates	Harrison Way	1	Diseased / Dead	2018-03-27	2018-10-29	1
Godmanches ter	Graham Wilson	Cambridge Villas	3	Diseased / Dead	2018-03-27	2018-10-29	3
Hartford	Mike Shellens	Longstaff Way	1	Subsidence	2018-03-27	2018-10-29	1
Hemingford Grey	Ian Bates	The Thorpe	1	Natural Disaster	2018-03-27	2018-10-29	1
Huntingdon	Graham Wilson	Coldhams North	1	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Mike Shellens	Norfolk Road	2	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Graham Wilson	Queens Drive	1	Diseased / Dead	2018-03-27	2018-10-29	1
St Ives	Ryan Fuller & Kevin Reynolds	Ramsey Rd	1	Natural Disaster	2018-03-27	2018-10-29	1
Wyton	Ian Bates	Banks End	1	Diseased / Dead	2018-03-27	2018-10-29	1
Yaxley	Mac McGuire	Windsor Rd	1	Diseased / Dead	2018-03-27	2018-10-29	1
Warboys	Terence Rogers	Mill Green	2	Subsidence	2018-03-27	2018-10-29	2
Fenstanton	Ian Bates	Little Moor	1	Diseased / Dead	2018-03-27	2018-10-29	1
Hartford	Mike Shellens	Arundel Rd	1	Diseased / Dead	2018-03-27	2018-10-29	1
Huntingdon	Tom Sanderson	Horse Common Lane	1	Diseased / Dead	2018-03-27	2018-10-29	1
St Ives	Ryan Fuller	Chestnut Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2
St Neots	Simone Taylor	Cromwell Rd	2	Diseased / Dead	2018-03-27	2018-10-29	2
Yaxley	Mac McGuire	London Rd/Broadway	1	Natural Disaster	2018-03-27	2018-10-29	1
Yaxley	Mac McGuire	Windsor Rd	1	Subsidence	2018-03-27	2018-10-29	1
Hilton	Ian Bates	Graveley Way	1	Diseased / Dead	2018-03-27	2018-10-29	1
Brampton	Peter Downes	Buckden Road O/S Golf Club	1	Natural Disaster	2018-10-17	2018-10-17	1
Godmanches ter	Graham Wilson	O/S School	1	Obstruction	2018-10-17	2018-10-17	1
Huntingdon	Graham Wilson	Claytons Way O/S no 13	1	Diseased / Dead	2018-10-17	2018-10-17	1
Ramsey	Adela Costello	Biggin Lane O/S 29	1	Natural Disaster	2018-10-17	2018-10-17	1
Ramsey Heights	Adela Costello	Upwood Rd O/S Clad's Cottage	1	Diseased / Dead	2018-10-17	2018-10-17	1

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced in Area
St Ives	Ryan Fuller & Kevin Reynolds	Ramsey Rd	1	Subsidence	2018-10-17	2018-10-17	
Hemingford Grey	Ian Bates	High St O/S no 2	1	Diseased / Dead	2018-10-17	2018-10-17	
St Ives	Ryan Fuller & Kevin Reynolds	Michigan Road	3	Dead	2019-06-18	2019-06-18	
St Ives	Ryan Fuller & Kevin Reynolds	Acacia Road	1	Subsidence	2019-06-18	2019-06-18	
Bluntisham	Steve Criswell	High St O/S no 2	1	Dead	2019-07-24	2019-07-24	
Bluntisham	Steve Criswell	Sayers Court	1	Diseased / Dead	2019-07-24	2019-07-24	
Hemingford Grey	Ian Bates	Green Close	1	Dead	2020-01-09	2020-01-09	
Brington	Ian Gardener	High Street	1	Natural Disaster	2020-02-10	2020-02-10	
Great Stukeley	Terence Rogers	Ermine Street	1	Natural Disaster	2020-02-10	2020-02-10	
Bury	Adela Costello	Tunkers Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Warboys	Terence Rogers	Ramsey Rd	1	Natural Disaster	2020-02-10	2020-02-10	
St Ives	Ryan Fuller & Kevin Reynolds	Harrison Way	1	Natural Disaster	2020-02-10	2020-02-10	
Hemingford Grey	Ian Bates	Marsh Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Ramsey	Adela Costello	Wood Lane	1	Natural Disaster	2020-02-10	2020-02-10	
Offord Cluny	Peter Downes	New Road	1	Natural Disaster	2020-02-10	2020-02-10	
Godmanches ter	Graham Wilson	West Street	1	Natural Disaster	2020-02-10	2020-02-10	
Woodhurst	Steve Criswell	West End	1	Dead	2020-08-06	2020-08-06	
Pidley	Steve Criswell	Warboys Road	1	Dead	2020-09-01	2020-09-01	
Alwalton	Simon Bywater	Mill Lane	2	Diseased / Dead	2021-07-26		
-	-	Total	55	-	-	-	31

Summary of Place & Economy establishment (P&E) - Data reported as of 31st January 2021

The table below shows:






- Number of FTE employed in P&E
- Total number FTE on the establishment
- The number of “true vacancies” on the establishment. We are now only reporting the vacancies from our establishment, which means there is a single source.

Notes on data:

- The percentage of “true vacancies” in P&E as of the 31st January 2021 was 23.1% of the overall establishment of posts (93.7 FTE vacant, from an overall establishment of 404.8 FTE)
- Please be advised that as of the 31st January 2021, 9 vacancies (8.74 FTE) were in progress to be filled, i.e. a candidate was being progressed through the recruitment process. Assuming these posts were subsequently filled, the total percentage of vacancies across P&E reduces to 21.4%.

		Sum of FTE employed	Sum of true vacancies	Total FTE on establishment	Percentage of vacancies
Grand Total		311.1	93.7	404.8	23.1%
Environment & Commercial Services	Energy	8.6	0.0	8.6	0.0%
	Flood Risk Management	14.7	3.5	18.2	19.2%
	Historic Environment	9.6	1.0	10.6	9.4%
	County Planning Minerals & Waste	10.8	8.5	19.3	44.2%
	Waste Disposal including PFI	7.3	2.0	9.3	21.4%
Environment & Commercial Services Total		51.0	15.0	66.0	22.8%
Highways	Asst Dir - Highways	2.0	0.0	2.0	0.0%
	Asset Management	11.0	6.0	17.0	35.3%
	Highways Maintenance	35.6	3.0	38.6	7.8%
	Highways Other	9.0	3.0	12.0	25.0%
	Highways Projects and Road Safety	40.6	15.5	56.1	27.7%
	Park & Ride	16.0	1.0	17.0	5.9%
	Parking Enforcement	15.0	2.2	17.2	12.8%
	Street Lighting	5.0	2.0	7.0	28.6%
	Traffic Management	44.4	4.3	48.7	8.8%
Highways Total		178.5	37.0	215.6	17.2%
Infrastructure & Growth Total	Asst Dir -Infrastructure and Growth	2.0	8.0	10.0	80%
	Growth and Development	14.8	1.0	15.8	6.3%
	Highways Development Management	15.0	13.0	28.0	46.4%
	Major Infrastructure Delivery	23.6	15.0	38.6	38.9%
	Transport &Infrastructure Policy & Funding	14.3	1.0	15.3	7.0%
Infrastructure & Growth Total		69.7	38.0	107.7	35.3%
Exec Dir	Executive Director (Including Connecting Cambridgeshire)	11.9	3.6	15.5	30.2%
Exec Dir Total		11.9	3.6	15.5	23.2%

Monthly Tracker of P&E True Vacancies

	Sum of True Vacancies			
	Dec-20	Jan-21	Feb-21	Mar-21
Environment and Commercial Services	14	15 		
Highways	37.8	37 		
Infrastructure and Growth	25	38 		
Exec Director (Including Connecting Cambs)	3.6	3.6 		
Total	80.4	93.7 		

Business Planning Proposals for 2022-27 – opening update and overview

To: Environment and Green Investment

Meeting Date: 16 September 2021

From: Steve Cox, Executive Director for Place & Economy

Electoral division(s): ALL

Key decision: No

Outcome: The Committee is asked to consider:

- The current business and budgetary planning position and estimates for 2022-27
- The principal risks, contingencies and implications facing the Committee and the Council's resources
- The process and next steps for the council in agreeing a business plan and budget for future years

Recommendation: The Committee is being asked to:

- a) Note the overview and context provided for the 2022-23 to 26-27 Business Plan
- b) Comment on the list of proposals (set out in section 5.2) and endorse their development

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1. Overview

- 1.1 The Council's Business Plan sets out how we will spend our resources to achieve our vision and priorities for Cambridgeshire, and the key outcomes we want for the county and its people. The business plan contains a five-year financial plan including estimates of investments, pressures and savings over the whole period. The business plan now under development is for 2022-27. It is a statutory requirement for local authorities to set a balanced budget ahead of each new financial year.

- 1.2 On 9 February 2021, Full Council agreed the Business Plan for 2021-2026. This included a balanced budget for the 2021/22 financial year with the use of some one-off funding but contained significant budget gaps for subsequent years as a result of expenditure exceeding funding estimates. These budget gaps (expressed as negative figures) were:

2021-22	2022-23	2023-24	2024-25	2025-26
balance	-£22.2m	-£14.7m	-£15.1m	-£12.0m

- 1.3 Since the 2021-26 business plan was produced, the Council has had a change of political leadership. Following Council elections in May 2021, a Joint Administration of the Liberal Democrat, Labour, and Independent groups was formed, with a Joint Agreement explaining the policy ambitions of the new administration. The Joint Agreement prioritises COVID-19 recovery for all of Cambridgeshire and puts healthy living and bringing forward targets to tackle the climate emergency, central to its agenda. It also signals a commitment to form strong and positive partnerships as members of the Combined Authority and the Greater Cambridge Partnership in the areas of public health, support for business, climate change, public transport, and building affordable, sustainable homes. This first business plan will begin to put into effect this new set of policies.
- 1.4 The impacts of COVID-19 on the Council have been unprecedented and the pandemic remains a key factor and uncertainty in planning our strategy and resource deployment over the coming years. The Council has taken a central role in coordinating the response of public services to try and manage the complex public health situation, impact on vulnerable people, education of our children and young people and economic consequences. Looking ahead we know that challenges remain as the vaccination programme progresses and winter illnesses re-emerge. We are already seeing the impacts of the pandemic on our vulnerable groups as well as those who have become vulnerable as a result of health or economic impact of the pandemic. Longer term there will be significant increases and changes in the pattern of demand for our services alongside the economic aftereffects. The Council is committed to ensuring that communities across Cambridgeshire emerge from the pandemic with resilience and confidence for the opportunities and challenges that face us.
- 1.5 During 2020-21, the Council received significant additional funding and compensation from government and the NHS in order to effectively respond to the pandemic. Whilst the financial settlement for the response to date has been sufficient, predicting the on-going implications and financial consequences of COVID-19 remains challenging, particularly in terms of the impact on demand for council services. The 2021-26 budget includes estimates for these pressures in 2021/22 and experience of 2021/22 so far suggests these estimates were reasonable as the Council is not forecasting a significant variance against its budget in the current year. These will remain under review as new data is available.

Significant pressures are expected in future years beyond 2021/22 and details of how each service's specific demand pressure estimates for 2022-27 have been made are within section 4. It is especially important this year that we keep these estimates under review as circumstances are so changeable over the course of this year.

- 1.6 All service committees will consider their relevant revenue business planning proposals in December, at which point they will be asked to endorse proposals to January Strategy and Resources Committee as part of the consideration for the overall Business Plan. These proposals are currently being developed and will each have a robust implementation plan in place and allow as much mitigation as possible against the impact of current financial challenges. Where proposals reflect joint initiatives between different directorate areas and joined up thinking these will go before multiple Committees to ensure appropriate oversight from all perspectives.
- 1.7 Within the current context, the scope for traditional efficiencies has diminished, therefore the development of the Business Plan is focused on a range of more fundamental changes to the way we work. Some of the key themes driving the current thinking are;

Economic recovery – Although we know that the UK economy is now rebounding from the impact of the pandemic, and overall Cambridgeshire is well placed to support growth and economic resilience we also know that there have been severe financial consequences for some sectors and individuals. There have been impacts on employment and household income levels for many across Cambridgeshire. The stress and anxiety caused by worrying about money, or not having enough money to maintain the right housing or buy basic necessities or afford basic utilities, is an important factor that affects demand for many of our services. Economic recovery is therefore at the heart of improving outcomes for people and managing demand for Council services.

Prevention and Early Intervention – We need to support people to remain as healthy and as independent as possible as well as reduce the health inequalities that have been exposed and exacerbated by the pandemic. This is all the more important in anticipation of latent demand generated by or delayed by the impacts of the pandemic. It is about working with people and communities to help them help themselves or the person they care for or their community e.g. access to advice and information about local support, asset building in communities and access to assistive technology. We saw communities rise to the challenges of the pandemic and support networks appearing to gather around those who needed it. We must continue to build on this and look at how we further support these networks and groups to continue, and where public services are needed, it is about ensuring support is made available early so that people's needs do not escalate.

Decentralisation – In support of the need to manage demand and enable people to remain living in their own homes in their local communities and delay the need for more specialist services, investment in our Think Communities approach is paramount. Harnessing the capacity within our local district and parish councils, the voluntary, community and faith sectors, volunteers and local place-based health, County Council and blue light services will enable us to build place-based support services wrapped around our vulnerable people and communities; which will reduce or delay the need for more specialist expensive services and build resilient and sustainable communities where people feel proud to live.

Environment - Putting climate change and biodiversity at the heart of the council's work. As a council, we will aim to move forward the net zero target for Cambridgeshire County Council towards 2030, developing clear actions for delivery of our Climate Change and Environment Strategy and enabling service and investment decisions to be made in this context.

Social Value - With a strong focus on outcomes and impact for our communities, we will be working with our public, private, voluntary and community partners to achieve our joint ambitions. We will seek to invest using social value criterion and reflect outcomes, including health, living wage and employment, and local, circular economies within our procurement, spending and organisational activities.

- 1.8 Besides the pandemic, the other major risks and uncertainties in setting budgets for 2022-27 include the potential for national policy changes, such as reform of social care funding, the lack of a multi-year funding settlement from government, the availability and sustainability of supply chains and resources, and changing patterns of demand for our services that has been a longer-term trend. The Council must make its best estimate for the effect of known pressures when setting its budget and retain reserves to mitigate against unquantifiable risks.
- 1.9 Coinciding with the election of the new administration, during July and August the Council participated in a corporate peer challenge, facilitated by the Local Government Association, whereby experienced officer and member peers from elsewhere in the sector considered the Council's current position in order to recommend improvements. The peer challenge had a focus on the Council's financial planning and resilience and the emerging indications are that the peer challenge will support the planned approach to business planning which includes addressing:
- Devise a strategic approach to business planning for Cambridgeshire as a place
 - Ensure budget planning addresses the medium- term budget gap and incorporates contingency planning
 - Ensure that budget plans contain a multi-year strategy for Council tax
 - Review This Land (property company)
 - The capital strategy needs a stronger focus with a more robust prioritisation process for scheme approval, scheme delivery confidence and financing plans
 - Develop the plan to address the annual overspend and cumulative deficit within the high needs block of the dedicated schools grant

2. Building the Revenue Budget

- 2.1 As we have a five-year budget, the first four years of the new business plan already have a budget allocation. We revise the estimates for pressures first to confirm the budget needed to deliver the same level of service and add in any new pressures or investment proposals. These budget changes are presented first to service committees, and overall there will be a gap between our budget requirement and the funding available.
- 2.2 We then work to close the budget gap through savings and efficiency initiatives, identification of additional income and revision of pressure estimates, presenting these further changes to committees later in the year. Ultimately, a balanced budget needs to be set by 1 March.

- 2.3 The Council needs to draw on a range of approaches in order to arrive at a balanced budget, produce an overall sustainable financial strategy and meet the Joint Administration's policy objectives. This will include considering benchmarking and external information in order to identify opportunities for Cambridgeshire and using a zero-based or outcomes focused outlook where appropriate in order that resources can be aligned to priorities.
- 2.4 The Council remains subject to significant financial constraints and uncertainties heightened by the pressures arising from the pandemic. We cannot rely on an uplift in core funding from government or a continuation of pandemic related support and therefore difficult choices will continue prioritising efficiencies, productivity improvements, investment in prevention and generation of income ahead of reducing service levels or short-term financing solutions.

The following sections detail specific changes to budget estimates made so far.

- 2.5 In June 2021, Strategy & Resources Committee agreed some changes to 2021/22 budgets, including holding £1.7m to offset the budget gap in 2022/23.
- 2.6 Inflation - Inflation can be broadly split into pay, which accounts for inflationary costs applied to employee salary budgets, and non-pay, which covers a range of budgets such as energy, transport, insurance and waste, with regard to relevant national inflation indices. This covers all of the material effects of inflation on Council expenditure.
- 2.7 Total Net inflation, including staffing and non-staffing, are as follows:

Service Block	2022-23 £'000	2023-24 £'000	2024-25 £'000	2025-26 £'000	2026-27 £'000
People & Communities (P&C)	5,011	4,651	5,383	5,439	5,497
Place & Economy (P&E)	1,765	1,818	1,884	1,926	1,994
Corporate & Managed Services	922	725	748	780	822

- 2.8 The inflationary pressures in the above table and all figures set out in the subsequent sections of this report are provided on an incremental basis. Positive figures indicate an increase on the budget required in the previous year or a reduction in income. Negative figures indicate a reduction on the budget required in the previous year or an increase in income. The figures show the impacts of each proposal on the budget gaps for the relevant financial years.
- 2.9 Demand - It is recognised that service costs are driven by the number of service users, levels of need, as well as cost and method of delivery of the support. Where appropriate this will be outlined in greater detail below. This table summarises the demand funding estimates for 2022-27:

Service	2022-23	2023-24	2024-25	2025-26	2026-27
People & Communities (P&C) - Adults	10,109	11,567	11,427	11,137	11,137
P&C – Children's	3,144	2,781	3,138	3,545	4,005
P&C – Communities	57	61	66	71	76
Place & Economy (P&E) – Waste	266	308	272	245	238

For 2022-23, this is £1.2m more than was in the 2021-26 business plan.

These demand projections include:

- The number of older people receiving council funded services increasing by 5%
- The average cost of a care package for a person with learning disabilities increasing by 2.5% more than inflation due to rising needs, and that 41 new service-users will receive care as they transition from children's services
- The number of children requiring council-funded transport to special schools will increase by 7.8% in line with the unprecedented rise in the number of Education Health and Care Plans
- The cost of children in care placements which, although numbers remain reasonably static, continues to increase due to the increased complexity of need and a shortage of available places as care numbers rise nationally
- The county's rising population will result in a 2% increase in waste sent to landfill

- 2.10 Other Pressures - The Council is facing several cost pressures that cannot be absorbed within the base funding of services. Some of the pressures relate to costs that are associated with responses to the pandemic, the introduction of new legislation and others as a direct result of changes to contractual commitments. New pressures are set out below, and those relevant to each committee are detailed in section 4 below.
- 2.11 Some changes to funding estimates have been made where appropriate given the latest information available.
- 2.12 Overall, these revisions to budget estimates have resulted in a current budget gap for 2022-23 of £23.4m, a £2.9m increase in the gap since the 2021-26 business plan. The changes that have been applied to reach that revised gap are:

£000	2022-23	2023-24
Gap per February 2021 Full Council	22,175	14,700
Pressures funded at Strategy & Resources Committee in July	956	
Downward budget adjustments at S&R in July	-2,651	
Revised gap after S&R rebaselining	20,480	14,700
Demand and Inflation		
Adults demand refresh	1,581	3,108
CYP demand refresh	222	-877
CSMI demand refresh	-3	-3
Waste disposal COVID demand funding not required	-638	
Inflation refresh	-852	
Adults care uplifts strategy refresh	182	1,445
Pressures		

Occupational Therapy – Children's (delivered with NHS partners)	490	
Property Team - Resourcing	209	
Information Management– Children's Social Work Police Requests	54	
Guided Busway defects (pending litigation)	1,300	-650
SEND teams capacity requirement (current demand)	565	
Waste and odour permit conditions	2,684	-1,600
Expansion of Emergency Response Service (Adults)	185	
Additional capacity in Learning Disability Young Adults Team	150	
Children's Disability	400	
Funding		
Capital receipts flexibility to continue until 2024-25	-1,982	
Uplift in Better Care Fund to meet Adults pressures	-750	
P&E Income – faster return to pre-COVID levels	-866	
Revised gap after updates at September Committee	23,411	16,123
Change	2,931	1,423

Scrutiny and review of all of the above items will be repeated prior to submission to the December committee cycle in order to ensure estimates remain current and necessary.

- 2.13 It is important to bear in mind that the 2021-26 business plan included some savings for future years. These are already budgeted in and therefore form part of the budget gap calculation. The feasibility of these savings is being reviewed, and any changes will affect the budget gap. The level of savings already in the business plan are:

Ref.	Saving	2022-23	2023-24	2024-25	2025-26
A/R.6.176	Adults Positive Challenge Programme	-100	-100		
A/R.6.177	Cambridgeshire Lifeline Project	-10	-122	-50	
A/R.6.179	Mental Health Commissioning	-24			
A/R.6.180	Review of commissioning approaches for accommodation based care	-350	-375		
A/R.6.185	Additional block beds - inflation saving	-583	-456	-470	-484
A/R.6.188	Micro-enterprises Support	-133			
A/R.6.189	Learning Disability Partnership Pooled Budget Rebaselining	-2,574			
A/R.6.267	Children's Disability: Reduce overprescribing	-100	-100		

3. Budget Setting Considerations

- 3.1 To balance the budget in light of these pressures set out in the previous section and uncertain Government funding, savings, additional income or other sources amounting to **at least** £23.4m are required for 2022-23, and a total of around £75m across the full five years of the Business Plan.
- 3.2 The actions currently being undertaken to close the gap include:
- Reviewing all existing business plan proposals, and in particular pressures and investments to ensure these are accurate, up-to-date and appropriately mitigated.

- Reviewing all income generation opportunities and deployment of grant funding
- Identifying any areas across the organisation we could potentially look to find additional efficiencies or productivity whilst ensuring outcomes are maintained.
- Costing areas which we wish to invest in- for example areas identified as part of the Joint Agreement action plan, prioritising those that will improve outcomes and prevent escalating demands or costs facing Council budgets.

Chairs and Vice-Chairs are leading engagement with Services to identify initiatives to be recognised in the business plan and receiving detailed budget briefing. This will enable identification of areas of the budget subject to the most risk and sensitivity and where there is opportunity for collaboration and new approaches to lead to improved or more cost-effective outcomes.

3.3 Additionally, the Council has worked closely with local MPs in campaigning for a fairer funding deal for Cambridgeshire and this will be renewed following a motion passed at the July meeting of Full Council. We argued that given how much the Cambridgeshire economy was supporting the Treasury that a new approach to business rates that enabled councils to retain a greater element of the local tax take would help to underwrite the costs of supporting that growth. The implementation of both the multi-year CSR and the localization of business rates have been deferred on several occasions. With the pandemic and the uncertainty over the national position we cannot expect this position to change in the short term. However, it is important to recognise that the Government have used one off interventions of additional finance in Adult Social Care and Highways to negate some of the growing pressure on Councils.

3.4 There are also a small number of financing options that may be available to the Council to contribute towards closing the gap for 2022-2023:

- Additional central Government funding *may* be forthcoming in response to the pandemic and previously announced funding (such as Roads Fund and support for Social Care) rolled forwards. The peer challenge has rightly cautioned the Council about assuming any such funding will be realised.
- Funds could be re-allocated on a one-off basis from reserves. Whilst this would contribute to reducing the pressure for the 2022-2023 financial year, the pressure would be delayed until the next financial year as the option to use this funding could not be used again. The Chief Finance Officer's professional view is that the General Fund balance should not be reduced from its current level in view of the risks the Council is currently facing. Members are also reminded that the Council is currently carrying a deficit of £26m in the high needs block of DSG, as it stands the ringfence for this item will lapse in 2023, meaning that the Council may need to fund this locally from its own reserve. This primarily leaves the amounts currently earmarked as:
 - Transformation Fund (currently £24m unallocated)
 - Pandemic-related carry forward (currently £21m)
 - Additionally, there are smaller service specific levels of reserve held in Public Health and Adult Social Care.

Any use of the reserves listed above is only a temporary solution which would reduce the Council's ability to respond to any future national or local challenges and compound the savings ask in future years. We know that there will be long-range impacts of the pandemic where deployment of grant funds received to date could be carefully planned. The Joint Administration will want to consider its approach to reserves as part of a refreshed budget strategy.

- There is an option to increase the planned levels of council tax (see paragraph 3.6)

3.5 There are a number of additional risks and assumptions with potential impacts on the numbers above. These will be monitored closely and updated as the Business Plan is developed to ensure that any financial impacts are accurately reflected in Council budgets:

- The National Joint Council pay scales have not been confirmed for 2022-23 onwards and it is possible that the agreed uplifts will be greater than those modelled.
- Movement in future year pressures. We are putting monitoring measures in place so we can put in place mitigations before trigger points are met. This is particularly relevant to demand led budgets such as children in care or adult social care provision.
- IT pressures – work is underway to quantify a potential impact on the IT & Digital Service, predominantly related to hardware and software costs and the costs of data facilitating remote working.

3.6 The level of savings required is based on a 2% increase in the Adult Social Care precept and a 0% increase in Council Tax. This potential to increase ASC precept has been carried forward from 2021-22. It is likely, therefore, that the Council will be presented with the option to increase general Council Tax by not less than a *further* 1.99% in 2022-23, on top of the 2% ASC precept carried forward. The value of a 1.99% increase in the Council Tax equates to additional revenue of £6.1m. With general inflation higher than in recent years, it is possible that the government may permit a higher general council tax increase, or announce an Adult Social Care precept potential for a further year. In those scenarios the Council tax potential would increase further.

4. Business Planning context for Environment and Green Investment committee

4.1 The remit of the Environment and Green Investment Committee (E&GI) focuses on the implementation of the Climate Change and Environment Strategy and action plan. This looks to reduce carbon emissions, build resilient communities to the impacts of climate change and to improve our natural capital assets. This includes planning for sustainable new communities, creating the market for a circular local economy to reduce waste, managing water and flood risk and building a smart energy system to support low carbon lifestyles. Place making, is led by the Place & Economy (P&E) directorate and much of what is provided by the Directorate is experienced by residents on a daily basis.

4.2 A broad overview of the functions covered by E&GI includes Planning, Growth & Environment (which includes economic growth), Waste Private Finance Initiative (PFI), funding bids, climate change and energy investment programmes, historic and natural environment, floods and water management.

- 4.3 COVID-19 has continued to put pressure on service delivery within P&E during the current financial year and as a result there continues to be pressures identified within the service. The majority of these are for the loss of income which is used to fund existing services; but there also continues to be increased costs in areas such as waste due to behaviour change and managing social distancing needs at waste disposal centres. Cost pressures are also being experienced on construction/building projects where demand for products such as steel, solar panels, processors and raw materials are outstripping supply creating high prices and more recently costs for logistics, such as transportation, are becoming a growing concern. These pressures continue to be regularly monitored, mitigated and where appropriate new tactics developed to manage the ongoing uncertainty in supplies, supply chain and logistics for major projects.
- 4.4 However, COVID-19 is not the only significant challenge facing Local Authorities. Climate Change and biodiversity loss remain challenges from pre-COVID-19 and will continue beyond COVID-19. The Council approved its Climate Change and Environment Strategy in May 2020 including targets to reduce the carbon footprint of the Council and that of Cambridgeshire but also to increase biodiversity and build resilience in our communities to the impacts of climate change such as flood risk. Including actions and proposals into 2022-23 to manage climate and environmental risks and build resilience in our service offer to residents, will save money in the long run. The Joint Administration Agreement has prioritised the climate emergency and bringing forward the Council's organisational target towards 2030. It also highlights the need for equal weighting of environmental and social costs alongside finances and is looking for the budget planning process, the Council's place making powers and service delivery to bring forward the changes to respond to these existential emergencies.
- 4.4.1 The waste service is facing significant financial pressures in respect of the permits required to operate both the MBT and IVC as the Environment Agency has updated and re-issued the permit requirements to limit odour emissions to between 200-1000 European odour units per normal cubic metre (OUE/Nm3). Officers are working with the waste contractor to agree how best to implement process solutions to meet the permit conditions but it is likely to require significant capital investment, plus one-off expenditures relating to diverting the waste whilst the infrastructure changes are made, plus additional operating and planned maintenance costs on an ongoing basis.
- 4.5 Transformation of the way we do things and recovery (reacting and creating a new normal) have been the main focus in developing new savings proposals for the new financial year, as well as ensuring the proposals take account of the new Joint Administration Agreement. There are also some savings proposals that are already identified in the business plan and are due to be made in 2022/23. Areas of Investment and priorities for E&GI, in line with the Joint Administration Agreement, have also been identified as follows:
- Review the Climate Change strategy and bring forward net zero targets towards 2030.
 - Develop a 'Net-zero and doubling nature' programme and a resourcing strategy for the Council.
 - Consider spending and investment decisions in light of net zero (costing climate risk) and give environmental criteria equal weight in all contracting.
 - Increase biodiversity and enhancing natural capital.

- 4.6 There are a number of budget proposals currently being considered, a full list of these proposals can be seen below. Work will continue and those considered appropriate for implementation will be worked into Business Cases and Equality Impact Assessments (EqIA's) where required. These will be reviewed at the December Committee.
- 4.7 Given the level of savings required by the Council as a whole for 2022/23, the E&GI list contains a number of new proposals. Members are asked to consider and comment on that list (See 5.2). Members should bear in mind that any savings removed will increase the existing funding gap on the Council as a whole. Therefore, Members are asked to continue to put forward ideas for additional savings or income generation.

5. Overview of Environment and Green Investment Committee's draft revenue programme

- 5.1 The list below includes 2022/23 business planning ideas that are currently being considered. It is important for the Committee to note that the proposal list and any figures referenced are draft at this stage and that work on the business cases is ongoing. Proposal documents for new ideas will be presented to Committee in December at which point business cases and the associated impact assessments will be final for the Committee to consider and endorse before they are considered by Strategy & Resources Committee January 2022 and full Council February 2022.
- 5.2 The following suggested potential savings and / or income generation opportunities have been proposed, ahead of being worked up into full business cases:
- Further commercialisation of existing energy assets to increase investment returns (for projects that have already received CCC investment) e.g. Selling Power Purchase Agreements for North Angle Solar Farm; converting Park & Rides into low carbon transport hubs through inclusion of bus charging and EV charging forecourts.
 - Project/Scheme development to prepare for Environment and Agricultural Bill payments.
 - Local Area Energy Mapping and Planning (LAEMP) to identify low carbon Place Making and commercial investment opportunities.
 - Developing a Council methodology to value climate risk into all projects for longer term savings.
 - Build a strategic partnership to deliver and operate EV charging hubs on CCC land in key transport locations.
 - Progress the business case for a Cambridgeshire Decarbonisation Fund.
 - Scale up the schools low carbon heating programme.
 - Top up the Energy Efficiency Fund to reduce Council's energy bills to secure revenue savings.
 - Increase capacity for applying for government decarbonisation, agriculture and biodiversity grant applications and competitions to attract inward investment to resource low carbon place making projects and upskilling of staff.

6. Next Steps

- 6.1 The high-level timeline for business planning is shown in the table below.

November / December	Business cases go to committees for consideration
January	Strategy and Resources Committee will review the whole draft Business Plan for recommendation to Full Council
February	Full Council will consider the draft Business Plan

7. Alignment with corporate priorities

The purpose of the Business Plan is to consider and deliver the Council's vision and priorities and section 1 of this paper sets out how we aim to provide good public services and achieve better outcomes for communities, whilst also responding to the changing challenges of the pandemic. As proposals are developed, they will consider the corporate priorities:

- 7.1 Communities at the heart of everything we do
- 7.2 A good quality of life for everyone
- 7.3 Helping our children learn, develop and live life to the full
- 7.4 Cambridgeshire: a well-connected, safe, clean, green environment
- 7.5 Protecting and caring for those who need us

8. Significant Implications

8.1 Resource Implications

The proposals set out the response to the financial context described in section 4 and the need to change our service offer and model to maintain a sustainable budget. The full detail of the financial proposals and impact on budget will be described in the financial tables of the business plan. The proposals will seek to ensure that we make the most effective use of available resources and are delivering the best possible services given the reduced funding.

8.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for the proposals set out in this report.

8.3 Statutory, Legal and Risk Implications

The proposals set out in this report respond to the statutory duty on the Local Authority to deliver a balanced budget. Cambridgeshire County Council will continue to meet the range of statutory duties for supporting our citizens.

8.4 Equality and Diversity Implications

As the proposals are developed ready for December service committees, they will include, where required, Equality Impact Assessments that will describe the impact of each proposal, in particular any disproportionate impact on vulnerable, minority and protected groups.

- 8.5 Engagement and Communications Implications
Our Business Planning proposals are informed by the CCC public consultation and will be discussed with a wide range of partners throughout the process. The feedback from consultation will continue to inform the refinement of proposals. Where this leads to significant amendments to the recommendations a report would be provided to Strategy and Resources Committee.
- 8.6 Localism and Local Member Involvement
As the proposals develop, we will have detailed conversations with Members about the impact of the proposals on their localities. We are working with members on materials which will help them have conversations with Parish Councils, local residents, the voluntary sector and other groups about where they can make an impact and support us to mitigate the impact of budget reductions.
- 8.7 Public Health Implications
We are working closely with Public Health colleagues as part of the operating model to ensure our emerging Business Planning proposals are aligned.
- 8.8 Environment and Climate Change Implications on Priority Areas
The climate and environment implications will vary depending on the detail of each of the proposals which will be coming to committee later for individual approvals (currently scheduled for November / December committees). The implications will be completed accordingly at that stage.

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 CCC Head of Procurement?

Yes

Name of Officer: Henry Swan

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: Beatrice Brown

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Amanda Rose

Have any localism and Local Member involvement issues been cleared by your Service Contact?

Yes

Name of Officer: Julia Turner

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

9. Source documents

9.1 None

Waste Management PFI Contract – Variations to Waterbeach Facility Permits

To: Environment and Green Investment

Meeting Date: 16 Sep 2021

From: Steve Cox Executive Director Place and Economy

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2021/054

Outcome: The Waterbeach waste processing facilities are compliant with the Industrial Emissions Directive and maintain their Environmental Permits to allow continued operation and treatment of waste collected at Household Recycling Centres and by city and district councils.

Recommendation: The Committee is being asked to

- a) Support the proposals outlined in this report and recommend to the Strategy and Resources Committee that it approves the capital and revenue spend outlined in Confidential Appendix 2 to this report.
- b) delegate responsibility to the Executive Director Place and Economy in consultation with the Committee Chair and Vice chair to:
- c) commission the relevant specialist advisors to review the proposed amendments, the associated costs and the Council's contractual liabilities.
- d) commit the necessary internal resources to support waste officers to manage the project, agree and deliver the required amendments to the infrastructure and the Waste Private Finance Initiative (PFI) Contract.
- e) evaluate options and select the technical solution that is most likely to meet the emissions limits without incurring excessive cost.

- f) submit a Variation Business Case to the Department for Food and Rural Affairs (Defra) to obtain agreement to vary the Waste PFI Contract where required.
- g) agree the amendments required to the Waste PFI Contract.
- h) provide regular updates to Committee Chair and Vice Chair on key issues as the project progresses.

Officer contact:

Name: Adam Smith

Post: Group Manager, Waste Management

Email: Adam.Smith@cambridgeshire.gov.uk

Tel: 01223 727977

Member contacts:

Names: Councillors - Lorna Dupré & Nick Gay

Post: Chair/Vice-Chair

Email: lorna@lornadupre.org.uk & Nick.Gay@cambridgeshire.gov.uk

Tel: 07930 337596 & 07833 580957

1. Background

- 1.1 In 2008, CCC commenced a 28-year Waste Private Finance Initiative (PFI) Contract with its Contractor, Donarbon Waste Management, which was later acquired by Amey. The Waste PFI Contract includes services to treat food including garden waste using an In-Vessel Composting (IVC) facility and residual waste using a Mechanical Biological Treatment (MBT) facility, both located at the Waterbeach Waste Management Park.
- 1.2 The operation of the IVC and MBT are regulated by the Industrial Emissions Directive (IED) and require Environmental Permits to legally operate that are issued and regulated by the Environment Agency (EA). The IED has sector specific documents that identify the Best Available Techniques (BAT) which are identified and described in the BAT Reference document (BREF) for waste treatment facilities. The requirements of the relevant sector BREF become binding as BAT Conclusions (BATc).
- 1.3 The Permits for both the MBT and IVC have recently been updated and re-issued by the EA to reflect the requirements of the BREF and BATc. The updates have included new permit conditions which limit odour emissions to between 200-1000 European odour units per normal cubic metre (OUE/Nm³) which are considered to be the most onerous to meet. Previously, no absolute value for odour emissions was included in the permits and the facilities' odour emissions are currently significantly above the new limit.
- 1.4 Whilst the conditions imposed by BATc are prescriptive, the techniques to achieve them are not. Amey instructed technical experts to review the changes to the permits and identify process solutions for the IVC and MBT, together with a technical justification for the recommended solution for adoption.
- 1.5 If the works proposed by Amey fail to reduce odour to an acceptable environmental level at the location of the closest sensitive receptor, there is a risk that further works may be required to reduce odour emissions to acceptable limits.
- 1.6 The Waste PFI Contract places the risk of legislative changes with the Council as the Local Authority. The amendments to the MBT and IVC permits are likely to be deemed a Qualifying Change in Law which allows the associated cost for the works to be passed through to the Council. Amey can also claim relief from the Waste PFI Contract key performance indicators (KPIs) associated with IVC and MBT operations and their performance for the estimated 6 months while the works are implemented, and the upgrades are made to the MBT and IVC facilities.
- 1.7 If the IVC and MBT facilities fail to achieve BATc compliance by 17 August 2022, then waste processing operations at the MBT and IVC are likely to need to cease until the facilities are BATc compliant.

2. Works required to MBT and IVC

- 2.1 An analysis of solutions to ensure ongoing compliance has been carried out and the options selected are the most likely to meet the new permit conditions without incurring excessive cost. Amey has proposed that the following amendments are made to the facilities:
 - MBT – Option 2 solution proposes an increased volumetric air extraction from the MBT facility, Compost Like Output (CLO) Bay encapsulation and the inclusion of an

upgraded odour control system consisting of an additional two wet acid scrubbers and two new biofilters,

- IVC – Option C(ii) proposes to increase the capacity of the existing IVC Reception Hall biofilter, upgrade odour control system to include an additional dedicated biofilter to treat air extracted from the IVC clamps, upgrade the IVC clamp process air system and use “Gore” covers to encapsulate the compost maturation process.

An appraisal of the technical options for the IVC and MBT facilities can be found in sections 2.2 and 3.2 of Appendix 1 to this report which is confidential to comply with the Waste PFI Contract clauses on confidential and commercially sensitive information.

- 2.2 The upgrade works to the MBT are currently scheduled to start at the beginning of February 2022 by Amey (subject to gaining any necessary planning approvals for the changes required) and are anticipated to continue for a period of approximately six months with the MBT being expected to resume operation at the start of August 2022.
- 2.3 The upgrade works to the IVC have been scheduled to start in September 2021 by Amey (also subject to gaining any necessary planning approvals for the changes required) and are anticipated to continue for a period of approximately six months. Completion of the works by the end of February 2022 will allow the IVC to start accepting waste in time for the start of the 2022 growing season.
- 2.4 A detailed technical report on the required changes to the facilities to meet the requirements of BATc has been included in the confidential Appendix 1 to this report. Officers are in the process of seeking clarification and supporting evidence on a number of areas in the report.

3 Financial Implications

- 3.1 Estimates of the costs for the remaining Waste PFI Contract term to 2036 have been included in Appendix 2 to this report which is confidential to comply with the Waste PFI Contract clauses on confidential and commercially sensitive information.
- 3.2 It is estimated that the preferred options for both the MBT and IVC will incur works which will require additional capital funding. These amendments will increase the revenue cost of operating the MBT and IVC, incur additional annual cost for maintenance and require lifecycle intervention activities every 7 years. Details of these financial impacts are contained in the confidential Appendix 2 to this report.
- 3.3 There will be a reduction in income for both the council and Amey generated from treating third party waste at the facilities while the works are being carried out and the facilities are not capable of treating waste.
- 3.4 Clarification is being sought regarding Amey’s ability to secure the capital funding required and the cost of servicing the debt to determine whether it would be more cost effective for Amey or the council to secure the capital funding required.
- 3.5 The Waste PFI Contract requires Amey to mitigate the effect of the Qualifying Change in Law to minimise any increase in costs and maximise any reduction in costs. Amey will be required to obtain competitive quotes and ensure any works are completed according to an agreed programme.

4 Key Issues

- 4.1 Given, the limited remaining term of the Waste PFI Contract, Amey is not confident of being able to secure funding for the capital cost of the works. If external funding cannot be secured by Amey, the Council will be required to provide the capital funding to deliver the proposed amendments to the facilities.
- 4.2 The scale of estimated costs involved make this a key decision requiring member approval before the changes can be formally agreed by officers with Amey and Defra.
- 4.3 If the facilities fail to achieve BATc compliance by 17 August 2022, then waste processing operations at the MBT and IVC are likely to need to cease until the facilities are BATc compliant.
- 4.4 Additional technical support and resources will be required to assist waste officers to evaluate, agree and deliver the proposed amendments to the facilities and the Waste PFI Contract.
- 4.5 Significant amendments will be required to the Waste PFI Contract documentation and financial model to formalise the changes once the details have been agreed.
- 4.6 Defra consent for amendments to the facilities may be required necessitating the submission and agreement of a Variation Business Case.
- 4.7 If the Council is providing the capital funding for the proposed works a review of the Eurostat Assessment for the Waste PFI Contract may be required that could affect the level of Waste PFI funding the Council receives if there are significant changes to apportionment of risk between the Council and Amey.
- 4.8 Amey will be required to obtain consent from the County Council in its capacity as Waste Planning Authority for the amendments proposed to the IVC and MBT facilities. This creates a risk that planning consent could be refused or could delay the implementation of the works beyond the August 2022 deadline for compliance.

5 Alignment with corporate priorities

5.1 Communities at the heart of everything we do

There are no significant implications for this priority. The improvements being sought by the BATc changes are seeking to improve the odour levels in the area, which will in turn benefit the local communities in this area.

5.2 A good quality of life for everyone

There are no significant implications for this priority. See the comments made in paragraph 5.1.

5.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

5.4 Cambridgeshire: a well-connected, safe, clean, green environment

The report sets out the implications for this priority in paragraphs 1.2 to 1.4.

5.5 Protecting and caring for those who need us

There are no significant implications for this priority.

6. Significant Implications

6.1 Resource Implications

The report above sets out the financial implications the details of which are set out in the confidential Appendix 2 to this report.

6.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

6.3 Statutory, Legal and Risk Implications

The statutory legal and risk implications are set out in paragraphs 1.2 to 1.7, 4.1, 4.3, 4.7 and 4.8 of this report.

6.4 Equality and Diversity Implications

There are no significant implications within this category. This report relates to engineering works required at waste processing facilities and does not impact on individuals.

6.5 Engagement and Communications Implications

Amey may be required to engage with local communities in the Waterbeach area as part of the planning process otherwise there are no significant implications within this category. The site has a local liaison forum which allows Amey to communicate such changes to interested parties.

6.6 Localism and Local Member Involvement

The local member for Waterbeach (Cllr Anna Bradnam) is a member of the Environment and Green Investment Committee that is being asked to consider this report. In her capacity as Local Member she has been informed of these required works.

6.7 Public Health Implications

The proposal would reduce odour emissions from the Waterbeach MBT and IVC facilities that would protect the health of communities in the area surrounding Waterbeach Waste Management Park.

6.8 Environment and Climate Change Implications on Priority Areas:

- 6.8.1 Implication 1: Energy efficient, low carbon buildings.
Positive/neutral/negative Status: Neutral
Explanation: The proposal will not have an impact on building energy efficiency but may result in increased energy use which comes from renewable sources.
- 6.8.2 Implication 2: Low carbon transport.
Positive/neutral/negative Status: Neutral
Explanation: The proposal will not have an impact on low carbon transport.
- 6.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Positive/neutral/negative Status: Neutral
Explanation: The proposal will not have an impact on green spaces, peatland, afforestation, habitats and land management
- 6.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Positive/neutral/negative Status: Positive
Explanation: The proposal will reduce emissions from the Waterbeach MBT and IVC treatment facilities and their continued operation will divert waste from landfill for the remaining term of the contract to 2036. While the proposed works are carried out the facilities will not be capable of treating waste which may result in some waste being landfilled if alternative outlets cannot be secured without incurring excessive cost.
- 6.8.5 Implication 5: Water use, availability and management:
Positive/neutral/negative Status: Neutral
Explanation: The proposal will not have an impact on water use, availability and management.
- 6.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status: Positive
Explanation: The proposal will lead to an improvement in air quality. If waste is diverted to alternative treatment facilities while the proposed works are implemented there may be a temporary negative impact on air pollution where additional haulage is required.
- 6.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Positive/neutral/negative Status: Positive
Explanation: The proposal will make the Waterbeach waste treatment facilities infrastructure more resilient to cope with tightening regulations requiring the reduction of odour emissions resulting from the Industrial Emissions Directive.

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: Henry Swan

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: Amanda Rose

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: Emma Fitch

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

5. Source documents

5.1 Source documents

Technical Report supplied by Amey which is included in Appendix 1 to the report which is confidential to comply with the Waste PFI Contract clauses on confidential and commercially sensitive information.

Estimates of the costs for the remaining Waste PFI Contract term have been included in Appendix 2 to this report which is confidential to comply with the Waste PFI Contract clauses on confidential and commercially sensitive information.

Agenda Item No.13

Environment & Green Investment Committee Agenda Plan

Published on 1 September 2021

Notes

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 Monitoring Report
- 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
16/09/21	North East Cambridge Developer Strategy	David Allatt	Not applicable		
	Northstowe Phase 3a and Phase 3b Planning Application	Colum Fitzsimons	2021/043		
	Arc Environment Principles	Emma Fitch	Not applicable		
	Community Flood Resilience Programme	Hillary Ellis	Not applicable		
	Waste PFI variations to Waterbeach Facility Permits	Adam Smith	2021/054		
	Cambridge Waste Water Treatment Nationally Significant Infrastructure Project/DCO Delegated Authority	Emma Fitch/ David Carford	Not applicable		
	Performance Report	Rachel Hallam	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
21/10/21 [reserve date]	Local Flood Risk Management Strategy	Richard Whelan and Hilary Ellis	Not applicable		
	Northstowe Phase 1 and Phase 2 Section 106 Cost Cap	Colum Fitzsimons	Not applicable		
	Stanground Solar and Battery Storage Project-Investment Case	Claire Julian-Smith	Not applicable		
16/12/21	Updated Climate Change and Environment Strategy	Sheryl French	Not applicable		
	Trees and Woodland Strategy- Consultation Draft	Emily Bolton/ Phil Clark	Not applicable		
	Risk Report: Energy Projects and Programmes	Sheryl French/ Maggie Pratt	Not applicable		
	Annual Carbon Footprint Report 2020-21	Sarah Wilkinson	Not applicable		
20/01/22 [reserve date]			Not applicable		
03/03/22	Local Area Energy Planning and Heat Zones	Sheryl French	Not applicable		
	Draft Net-Zero and Doubling Nature Programme and Resourcing Strategy	Steve Cox			
28/04/22 Reserve date					

Please contact Democratic Services democraticservices@cambridgeshire.gov.uk if you require this information in a more accessible format