ECONOMY AND ENVIRONMENT COMMITTEE

Cambridgeshire County Council

Thursday, 17 October 2019

Democratic and Members' Services
Fiona McMillan
Monitoring Officer

10:00

Shire Hall
Castle Hill
Cambridge
CB3 0AP

Kreis Viersen Room
Shire Hall, Castle Hill, Cambridge, CB3 0AP

AGENDA

Open to Public and Press

1.	**Apologies for absence and declarations of interest** *Guidance on declaring interests is available at http://tinyurl.com/ccc-conduct-code*	
2.	**Minutes 19th September 2019 Economy and Environment Committee**	**5 - 18**
3.	**Minute Action Log update**	**19 - 24**
4.	**Petitions and Public Questions**	
5.	**Cambridgeshire and Peterborough Waste and Minerals Local Plan - Proposed Submission Plan**	**25 - 184**
6.	**Review of Risk Register for Place and Economy**	**185 - 194**
	DECISIONS	

The Economy and Environment Committee comprises the following members:

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

Councillor David Ambrose Smith Councillor Henry Batchelor Councillor David Connor Councillor Ryan Fuller Councillor Noel Kavanagh Councillor Tom Sanderson Councillor Steven Tierney Councillor John Williams

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

Clerk Name: Rob Sanderson

Clerk Telephone: 01223 699181

Clerk Email: rob.sanderson@cambridgeshire.gov.uk

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https://tinyurl.com/CommitteeProcedure

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Agenda Item 2

ECONOMY AND ENVIRONMENT COMMITTEE: MINUTES

Date: Thursday, 19th September 2019

Time: 10.00 a.m. to 11.35 a.m.

Present: Councillors: H Batchelor, I Bates (Chairman), D Connor, R Fuller, L Harford (substitute for Cllr D Ambrose Smith) S Tierney, J Whitehead (substitute for Cllr Kavanagh) J Williams and T Wotherspoon (Vice Chairman)

Apologies: Councillors: D Ambrose Smith, N Kavanagh and T Sanderson

260. DECLARATIONS OF INTEREST

Non-disclosable declarations of interest were received in respect of item 6 Bourn Airport Supplementary Planning document from:

- Councillor Williams as a Councillor and Cabinet member on South Cambridgeshire District Council and Greater Cambridge Partnership Assembly
- Councillor Batchelor a member on South Cambridgeshire District Council and a substitute on their planning committee.

261. MINUTES

The minutes of the meeting held on 15th August 2019 were agreed as a correct record.

262. MINUTE ACTION LOG

The Minutes Action Log was noted.

263. PETITIONS AND PUBLIC QUESTIONS

No public questions or petitions were received by the deadline.

264. COMBINED AUTHORITY CONSULTATION ON NEW LOCAL TRANSPORT PLAN (LTP) FOR CAMBRIDGESHIRE AND PETERBOROUGH

The Cambridgeshire and Peterborough Combined Authority (CPCA) now has taken over the statutory responsibility to produce a Local Transport Plan (LTP) covering the Cambridgeshire and Peterborough area detailing the vision, goals and objectives (which would define the strategic approach up to 2050) as well as the policies designed to deliver the objectives. A new draft LTP produced had been the subject of consultation between 17 June and 27 September 2019 and the report sought comments on and approval to the County Council's proposed response attached to the report.

The consultation set out the plans and strategies for maintaining and improving all aspects of the local transport system. This included a programme of transport schemes

to deliver the plans objectives. The draft Vision, aims and objectives contained within the LTP were generally supported, with some good alignment to key economic evidence base documents. Officers however highlighted the following areas where improvements could be made:

- The Vision could be strengthened by adding the Government's Net Zero carbon emissions target of 2050 and the Government's Clean Growth Strategy into the objective on 'sustainable growth'.

- Within the Plan there was frequently a lack of detail beneath the strategic level. For the LTPs' objectives to be fully achieved, future reviews of the LTP would need to be flexible to reflect changing transport needs, build on the policies contained within the Plan. These reviews would need to integrate more fully with planned growth to deliver innovative transport schemes, whilst reducing carbon emissions to net zero by 2050.

- The LTP contained a number of major scheme priorities. It was important to reflect on the identified priorities in the context of recent Climate Change Emergencies declared by Cambridgeshire County Council and other Local Authorities. On road building it was vitally important that multimodal approaches to solving identified capacity issues on key routes were better reflected in the LTP.

- As Transport was the largest contributor to carbon emissions in Cambridgeshire, major road building proposals needed to be considered as part of an integrated strategy that managed demand, reduced carbon emissions and avoided feeding additional traffic into urban areas.

- There were a number of areas throughout the LTP where the role and importance of cycling and walking as a mode could be strengthened, especially with the opportunity of electric bikes.

- Whilst the LTP set out the high level strategy for the CPCA region, and there was a stated intention to develop a Transport Delivery Plan in order to help with delivery of the schemes identified, it did not cover more detailed strategy and operational documents that fell under the umbrella of the LTP as detailed in paragraph 2.10. Clarity was needed on how the CPCA would address this, as there was currently a gap in governance as set out in paragraph 2.11.

  More certainty was required on delivery timescales and targets throughout the LTP, including for Climate Change and emission reductions, including targets in line with National and Local Policy.

- The Plan should include a defined plan to achieve the carbon targets.

- Detail on how transport emissions targets would be met, and how the major interventions planned would contribute (positively or negatively) to the meeting of emissions targets and objectives.

The officer response supported the following:

- the Cambridgeshire Autonomous Metro (CAM), the major capacity improvements to the A10, A47 and A428, and the programme of schemes being developed and delivered by the Greater Cambridge Partnership.

- The strong focus in the Plan on rail and rail capacity increases, in line with CCC priorities and the Cambridgeshire Capacity Study as detailed in paragraph 2.7.

- The positive objectives and policies on walking and cycling and the aim to improve these as modes across the region.

The report's proposed response was very much welcomed. Questions / issues raised and responses provided included:

- A need to strengthen the response for more detail on targets / milestones, including those to encourage modal shift. Officers explained that they were currently awaiting the Transport Delivery Plan which was not included as part of the current consultation document, as this would provide the greater level of detail, with the 'child' documents vital for taking forward the strategic objectives. Until officers saw those, they could not comment further.

- Suggesting there was far too much emphasis in the Plan on investing and expanding road capacity without addressing how it would achieve the zero carbon objective by 2050. This should include the more efficient use of existing infrastructure and public transport. Another Member referenced a study by Cambridge University students highlighting the need to achieve a target in Cambridge of 60% of journeys being undertaken, by public transport which would require a significant shift away from car usage. From the current draft Plan, there was no sense that the Combined Authority recognised the urgency around climate change.

- One Member took a counter view that the response was fine as it was currently drafted and did not require strengthening. From his Fenland perspective he wished to encourage more cars and free parking in Fenland towns to help encourage more people to visit. He suggested this reflected a divide between the two ends of the County.

- More detail on the Girton Interchange, A428 and connectivity of the M11.

- One Member commented that there did not appear to be any change from the document produced in 2013 with the Plan not offering solutions to congestion and the key problems of cars coming into and out of Cambridge and the market towns. It was suggested more "sticks" / preventative measures were required to get people out of their cars and onto more sustainable forms of transport. The Member suggested that this should be through eliminating all free parking and increasing residential / controlled parking zones in urban areas.

- The work proposed to be undertaken needed to be aligned with that being undertaken by other bodies.

- The need to identify who would be responsible for looking after the projects once

built, with concern expressed by one Member, of the County Council's ability to carry out maintenance out on a day to day basis along with all its other commitments.

- There was no reference made to the A1307, especially since the Combined Authority had pledged involvement to the proposed Haverhill Business Park.

- Reference was made to the excellent Cambridge City and South Cambridgeshire Transport Strategy which had been a guiding document for the Greater Cambridge Partnership and the hope that there would be a successor to the document. The need also to update Huntingdonshire, East Cambridgeshire and Fenland area plans.

- Reference was made to the inadequacy of the on-line consultation questionnaire which limited participation to expressing views on only 10 objectives considering how much variation there was across the County.

- A number of misspellings were highlighted including a source name that should be rectified in the final version.

- There was very little reference to harnessing the use of technology considering the duration of the Plan.

Having commented on the proposed draft response:

It was resolved unanimously to:

a) approve the County Council's proposed response to the consultation on the draft Cambridgeshire and Peterborough Combined Authority's Local Transport Plan.

b) Include the Committee's comments as part of the final response.

265. BOURN AIRFIELD SUPPLEMENTARY PLANNING DOCUMENT (CONSULTATION DRAFT JUNE 2019)

This report provided details of the response already sent in respect of to the South Cambridgeshire District Council (SCDC) draft Bourn Airfield New Village Supplementary Planning Document (SPD) that had been the subject of public consultation from 17th June to 29th July 2019.

Officers were satisfied that the consultation document reflected the key policy implications, with County Council officers having worked closely with their counterparts in the District. The report sought retrospective Committee endorsement of the officer response which had already been sent, in order to meet the deadline.

The Council was generally in support of the proposals in the SPD with Appendix 1 to the report containing the full response with the key issues set out in the cover report under the headings:

- Transport assessment

- Education
- County Planning Mineral and waste
- Historic environment Local Lead Flood Authority
- Public Health.

In the officer introduction the following key issues were highlighted.

On the transport assessment:

- The Council's preferred route option for High Quality Public Transport (HQPT) was the corridor along the north of the site near the A428 as this would offer fast and reliable services. The route as shown on the draft SPD met the needs of the Greater Cambridge Partnership (GCP) with a requirement that land must be safeguarded in the SPD and that the planning application should allow for future development of HQPT.

- Supporting in the SPD the site would be served by two accesses, one at the east off Highfields Road and one to the West of the Broadway. The Broadway access would be a right turn out and a left turn in only to prevent rat running. Other accesses off the Broadway would continue to serve existing employment sites and at no point would these be opened up as general accesses.

In respect of education provision:

- the proposals for two primary schools (up to seven forms of entry) and a secondary school (six forms of entry), met the County Council's requirements and was therefore supported. Whilst the Council supported integration between schools and communities they served, for example shared use of sports facilities, this was conditional on access agreements with the school operator. As there had been noise and air quality issues previously regarding the location of the primary and secondary schools, there had been a review of the environment statement.

- South Cambridgeshire officers advised that the environmental statement did not raise air quality issues in respect of the school locations, although as a precaution were recommending conditions requiring noise monitoring prior to commencement of the development in respect to noise, the County Council response sought to ensure adequate mitigation along the northern boundary of the site provided.

The Council was supportive of the Sustainable Drainage methods that had been proposed.

On Public Health, the SPD had been reviewed against themes set out in the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire to identify where potential impacts on health could be addressed through SPD policies. The six Strategic Objectives were supported, particularly the inclusion of a strategic objective on "Healthy, Active and Resilient" as detailed.

Following the officer introduction, Councillor Des O'Brien representing Bourn Parish Council who had applied to speak was invited to make his submission which has been included at appendix 1 to the minutes.

In response to the Chairman asking if any Committee Members had questions of clarification, the following issues were raised:

- Querying the disparity between local surveys and the figures presented in the Bourn Transport Assessment the Member asking this highlighted that as Cambourne was not linked to a high quality transport link it appeared that the Councillor was suggesting that no one would be using this latter feature from the Bourn airfield site. In reply Councillor O' Brien was requesting a clear indication of target numbers as Bourn Parish Council believed that if the developer was estimating only 960 would leave the Bourn Airfield development, a 1000 people would need to get onto the public transport system and he was asking how this was to be achieved, as there was currently no evidence to support this. If 2,200 people were travelling out of Bourn Airfield each day and 900 were using cars, this would mean 1200 would need to use the bus services.

- Another Councillor challenged the assertion that there had been no public debate about access to the A428 highlighting that the Committee at its February Committee meeting had discussed the issue and at that time there had been considerable support for a separate access to the A428. In reply Councillor O'Brien stated that public debate in a committee meeting was not the same as undertaking appropriate consultation on the option for direct access to the A428, of which there had been none. This was the reason he was requesting that a proper consultation exercise was undertaken.

Councillor Howell the local member for Bourne had been unable to attend but had provided a written statement on the morning of the Committee that had been circulated to members and was read out at the meeting. This is included at Appendix 2 to these minutes,

In reply to the issues raised by the Parish Councillor regarding how many trips were expected to be generated from the new site, the planning application was still live and while officers could look at local data from the parish council, their responsibility was to review the local developer surveys carried out by an independent traffic surveyor, which was an acceptable and industry standard approach. In terms of a successful modal switch away from cars to other forms of sustainable transport, it was confirmed this required the High Quality Public Transport solution.

Regarding the link to the A428, various options had been looked at by officers. It was Highways England who were responsible for the A428 saying that it would not be desirable on either policy or engineering terms, due to the physical, operational abnd safety constraints and its unacceptably high costs. There was no easy fit location for such a link, with Highways England stating that such a link would compromise their wider road network.

In debate, issues raised included:

- A Member of the Committee who was on South Cambridgeshire District Council highlighted that a separate access was not included in the current South Cambridgeshire Local Plan as no one had originally asked for it and the SPD had to conform to the Local Plan. He made the point that the Parish councillor had been a district Councillor at the time consultation was undertaken on the original Local Plan and it was not now appropriate to consult on something that was contrary to the Local Plan.

- Another Member, while sympathetic to the views of local people, highlighted that the issue was not a decision in the gift of the County Council or the District Council but with Highways England, as the A428 was their road.

- The point was made that it was not appropriate to second guess the planning application which was currently going through the process and therefore the officer proposals should be supported as set out.

- Another Member asked whether there were any plans to attract industry / employment in the Bourn area and as she had not seen any reference in the document, was making the assumption that the development was for commuters.

- One Member still had concerns regarding the location of the schools, especially the primary school being so near the A428 as there was a proven link to pollution and health problems in younger children. With reference to the siting of a bank on one side of the school she did not see that this would help in terms of the air pollution issue. She also made the point that children did not remain in the classrooms for the whole day. Her view was that both schools should be moved further away from the A428 and stated that the response in this area needed to be a far stronger citing the text in paragraph 3.9. of the cover report which spoke of assurances needing to be sought. The Chairman also expressed his and other Members continued concerns regarding the current schools location stating that the issues highlighted, needed to be fully understood before the development saw further progression.

- There was discussion linked to the above regarding natural ventilation and whether windows would be able to be opened due to the air quality issues. In response the officers highlighted that the issue of noise and air pollution needed to be separated as their cause might be from the same source, but their effects were different. On noise this was more an issue for the secondary school as it was nearer to the road. Currently as sited the secondary school outdoor area and some indoor areas would be beyond acceptable noise levels. The only way to mitigate this would be with a sealed building with mechanical ventilation (Air conditioning). County Council Officers would be proposing that the design and positioning of the school should be such as to allow natural ventilation and not increase noise levels. On air quality, as stated in the report, on the assessments they had carried out, South Cambridgeshire Environmental Officers had no substantial concerns to object to the school site or the planning application.

Having considered the officer's response,

It was resolved unanimously to:

a) approve the County Council's response to the consultation draft SPD as set out in section 3 of the report; and

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

266. GREATER CAMBRIDGE LOCAL PLAN INCEPTION AND JOINT PLANNING ADVISORY GROUP

This report informed Members regarding the inception of a new Joint Greater Cambridge Local Plan by Cambridge City Council and South Cambridgeshire District Council. Also included were terms of reference for a proposed new joint Local Planning Advisory Group. The Group would help facilitate a shared policy position, co-ordinate /integrate the new Plan with existing transport policy, and provide a forum for discussion of other key planning policy documents within the Greater Cambridge area.

The terms of reference proposed three Members from both Cambridge City Council and South Cambridgeshire District Council while the County Council as a signatory stakeholder, was being asked to nominate one Member.

In discussion the Vice Chairman expressed his disappointment that the County Council was only being asked to nominate one representative. The proposed new Group which had no decision making powers was one which had existed in earlier forms for many years with the County Council always previously having the same number of councillors as both Cambridge City and South Cambridgeshire District Council.

It was resolved unanimously to:

a) Note the report.

b) Appoint Councillor Wotherspoon to sit on the Local Plan Advisory Group and for Councillor Lynda Harford to be the nominated substitute.

267. ENVIRONMENT AGENCY REGIONAL AND LOCAL CONSULTATIONS

This report was presented to make the Committee aware of two recent Environment Agency consultations and their links to the County Council's work. The Chairman considered that it was useful for the Committee to see the detail of the responses as a large area in the North of the County was below sea level.

1) **The National Flood and Coastal Erosion Risk Management Strategy Consultation on a new draft National Strategy –** regarding this the Council had submitted a response by the deadline of 4th July in consultation with the Chairman and the County Council Members on the Anglian Central RFCC (Councillor Tim Wotherspoon and Councillor Mandy Smith). This new draft National Strategy which set a vision to 2100 was in line with the Climate Emergency declared by Parliament and the County Council, with its ambitions being set out in the following three themes:

a) Climate resilient places,
b) Growth and infrastructure and
c) A nation of climate champions

2) National Flood and Coastal Erosion Risk Management Strategy Consultation

This sixty four page strategic document set out objectives for the future management of flood risk to which the Council, as a Lead Local Flood Authority, was required to have due regard to in all its work. The Consultation set out thirty four questions on specific objectives and measures.

The Council in its response supported the aims of the strategy, recognising that significant increases in resources, improved cross-government working, national policy changes and much greater community engagement and awareness would all be needed to make the country resilient to flooding and climate change. The report highlighted the key issues that could affect Cambridgeshire and/or the council. The consultation also proposed changes to the constitution and the name of the Anglian Central Regional Flood and Coastal Committee which would make the number of Members more aligned to levy paid by each council. This option, which was supported, would see the number of Cambridgeshire members increase from two to three from April 2020.

In discussion:

- Officers explained that the approach going forward on flood management was an increasing emphasis on resilience / adaptive measures (explained in detail in the report) as opposed to just increased protection, in line with the latest Met Office assessment that there was a 10% risk of unprecedented rainfall / flooding anywhere in the Country.

- Officers were seeking clarification on whether the County Council would have input into the appropriate detailed action plans which, disappointingly for the Vice Chairman, were not currently available.

- The Vice Chairman explained that a managed retreat included that where houses regularly flooded they should be rebuild in a different way.

- One of the Members raised the issue of why, when there was a policy of not submitting reports for information, this report had come forward at all, as there were no decisions to be made. Officers in response stated that as the County Council had a national role in flood prevention, the detail of the consultations had been brought forward for any comments which they would then ensure were fed back.

- One Member with reference to page 62 - increased flooding from urban creep (from people paving over gardens with impermeable materials) - highlighted the need for

an education programme regarding the dangers from this, as she believed many people were unaware and she had seen for herself the effects locally after a cloud burst.

It was resolved unanimously to note:

a) The outcome from the Regional Flood and Coastal Committee consultation and the need to allocate a new Member to this Board from April 2020.

b) The consultation response submitted to the National Flood and Coastal Erosion Risk Management Strategy consultation.

c) The future need for the Strategy's outcomes and principles to be incorporated into the forthcoming Environment & Climate Change Strategy (in line with the Council's Climate Emergency declaration) and future reviews of the Local Flood Risk Management Strategy.

268. FINANCE MONITORING REPORT – END OF JULY 2019

The Committee received the above report in order to have the opportunity to comment on the current budget position for Place and Economy as it affected those areas within the Committee's remit. The report was in a new format as performance indicators were no longer included but were presented in a separate report on the agenda (Tree and Local Highway Improvement Funding (LHI) activity would still reported in this report).

The main issues highlighted were:

Revenue - Place and Economy as a whole was forecasting a bottom line underspend of £2.4m mainly due to either underspends or overachievement of income in Street Lighting, Bus Lane Enforcement, Waste Management and Highways Development Management as detailed in the report. .Any variations in the forecast would be reported as they become known.

Capital - The revised Capital Budget for 2019/20 reflected the carry-forwards of funding from 2018/19 and the re-phasing of schemes with more detail set out in Appendix 7 of the report. The forecast now showed slippage of £16.7m on Kings Dyke to reflect the re-procurement exercise now underway. It was highlighted that the bottom line slippage had now been exceeded.

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

note the report.

269. ECONOMY AND ENVIRONMENT COMMITTEE PERFORMANCE REPORT QUARTER 1

This new style, separate performance report provided information on the status of performance indicators the Committee had selected to monitor to help understand

performance of the services the Committee oversaw. The report covered the period up to the end of June 2019.

It contained information on:

- Current and previous performance and projected linear trend
- Current and previous targets (not all indicators currently had targets as some were being developed or due to the indicator i being monitored for context)
- Red / Amber / Green (RAG) status
- Direction for improvement (this showed whether an increase or decrease was positive)
- Change in performance (this shows whether performance was improving (up) or deteriorating (down)
- Statistical neighbour performance (only available where a standard national definition of indicator was being used)
- Indicator description
- Commentary on the indicator

The following RAG statuses were being used which included a new category 'very green':

- Red – current performance was 10% or more from target
- Amber – current performance was off target by less than 10%
- Green – current performance was on target or better by up to 4%
- Very Green – current performance was better than target by 5% or more

Current performance of indicators monitored by the Committee was as follows:

Status	**Number of indicators**	**Percentage of total indicators with target**
Red (Indicator 34 'The average journey time per mile during the morning peak on the most congested routes)	1	20%
Amber	1	20%
Green	3	60%
Very Green	0	
No target	5	

In discussion the following issues were raised:

- Indicator 30 – 'Local bus passenger journeys originating in the authority area' - with reference to the last line of the indicator reading "We no longer report this information to the DfT……' one Member asked how the DfT was able to claim that nationally bus passenger numbers had declined if local authorities were no longer providing the information? **Action required – e-mail Committee outside of the meeting - Matthew Tullett Senior Business Intelligence Analyst.**

- It was confirmed in reply to a question that the large drop in bus passenger numbers locally in 2016-17 which then picked up in 2017-18 was the result of re-instating free car parking at the Council's park and ride sites.

- Explanation required on the dramatically large increase in numbers for Indicator 147 'Changes in traffic flows entering market towns – motor vehicle counts for market towns in Cambridgeshire' from previous years. **Action required – e-mail Committee outside of the meeting - Matthew Tullett**

- A request that the current graphical information was very difficult to read in hard copy format due to the size of font used and should be enlarged in future reports. The officer confirmed that this would be changed as another Committee had already made the same comment. **Action required - Matthew Tullett**

Having reviewed and commented on the report,

It was resolved unanimously to:

note the report.

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

This standing item report reviewed the Committee's agenda plan, training requirements and proposed any appointments required for any outside bodies, internal advisory groups and panels within the Committee's remit. Attention was drawn to the following:

Appendix 1 Agenda Plan - setting out the current agenda plan.

Training - As the Committee Training Programme had been completed, Members were invited to consider whether the Committee had any further training requirements within the areas of responsibility of the Committee. No additional suggestions were made.

Appointments to Outside Bodies – None were required since publication of the report.

It was resolved unanimously to:

a) Note the agenda plan attached at Appendix 1 to the report.

b) Not to propose any suggestions for further Committee related training.

c) Note that no appointments to outside bodies or Internal Advisory Groups and Panels were required to be brought to the attention of the Committee.

271. DATE AND TIME OF NEXT MEETING THURSDAY 17th OCTOBER 2019

Chairman:
17TH October 2019

APPENDIX 1

MINUTE 265. BOURN AIRFIELD SUPPLEMENTARY PLANNING DOCUMENT (CONSULTATION DRAFT JUNE 2019) COPY OF SPEECH FROM COUNCILLOR DES O'BRIEN FROM BOURN PARISH COUNCIL

Thank you for the opportunity to explain the concerns that Bourn Parish Council have with the Bourn Airfield Draft Supplementary Planning Document.

Since the inclusion of Bourn Airfield in the South Cambridgeshire Local Plan our objections, and continuing concerns, relate to the generation of private vehicle trips from a development of 3,500 houses on this site. Bourn Parish Council will not stop making the case that all the national and local evidence clearly points to very substantial increases in traffic to and from the Airfield development.

The 'real world' evidence we have from Cambourne for traffic volumes and trip generation is clear and unequivocal. Bourn Parish Council have conducted our own traffic counts in the absence of updated data from the statutory authorities and the developers. November 2017 figures show that 2,178 vehicles leave Cambourne in the morning peak from a development, at that time, of 4,000 houses. Despite the ready availability of this evidence, the developer's Planning Application, and the District Council's Draft SPD, have failed to acknowledge the traffic levels that will be generated by the Bourn Airfield new settlement. Indeed both have sought to underestimate trip generation in their transport assessments. Mayer Brown, the developers' transport consultants, have estimated that WITHOUT MITIGATION only 960 cars will leave Bourn Airfield in the morning peak. How can these figures be reconciled and whose job is it to interrogate the figures, if not the County Council? This is an enormous discrepancy. A failure to understand and acknowledge the levels of traffic generation from BAD will have a profound impact on Bourn, Caldecote, Hardwick and other adjacent villages.

In addition, a great deal has been made of the ability of the Greater Cambridge Partnership High Quality Public Transport route to effect a modal shift that will sufficiently mitigate the impact of the development. This modal shift had not been quantified. We don't know how many commuters will leave their cars and opt for the Cambourne to Cambridge busway. The dispersed nature of employment sites around South Cambridgeshire, and the lack of connectivity between the busway and these dispersed employment centres, has been worryingly ignored. There is far too much wishful thinking in the drafting of this SPD and far too little acceptance that Cambourne provides the most realistic model for what will happen with traffic generation from Bourn Airfield.

And now comes the Coup de Grace. Cambourne has a direct access to the A428 a privilege that is to be denied Bourn Airfield. The wagons have been circled and we are told that a direct access to the A428 is not acceptable or desirable; it will encourage car use; there's no land available etc etc. The truth is that the option for a direct access to the A428 from Bourn Airfield has not been openly discussed, or debated. There has been no consultation. It was not fully investigated at the Local Plan Development stage and is now being off-handedly and summarily dismissed by Highways and the Planning Authority.

Bourn Parish Council's question is, who will take responsibility when 2000 cars leave Bourn Airfield every morning and spill out on to the old St Neots Road looking for the quickest way to the Biomedical Campus. Will the officers at South Cambridgeshire District Council hold up

their hands and say 'we miss calculated'? Will the County Council say, 'it's not our fault we were told the car numbers would be much lower and people would switch to the bus'?

Bourn Parish have done nothing more than continue to point that the levels of traffic that will be generated by Bourn Airfield cannot be sustained on the existing local road network and that a HQPT option cannot, and will not, mitigate the impact sufficiently.

There MUST be a proper consultation on the option for a direct access from the Bourn Airfield Development to the A428.

APPENDIX 2

BOURN AIRFIELD SUPPLEMENTARY PLANNING DOCUMENT (CONSULTATION DRAFT JUNE 2019 - SUBMISSION FROM COUNCILLOR MARK HOWELL CAMBOURNE DIVISION

Dear Chairman, Vice Chairman and Members of Economy and Environment Committee

I must first apologise for not attending the Economy and Environment Committee today, but I am in Leicester for Cambridgeshire County Council as the County's representative on ESPO. Please accept this letter as my comments on the Bourn Airfield Supplementary Planning Document (Consultation Draft June 2019)

You may recall, when this item was last on the Economy and Environment Committee's Agenda I along with a Bourn Parish Council representative gave our views especially with regards to the traffic aspect. The principal concern is the traffic entering and exiting the development. The close proximity of Cambourne, has given local people, and dare I say elected members, a certain amount of expertise on this issue as over the twenty years since out new town has been occupied. Over that time period we have observed and participated in the traffic issues which have arisen in this very local area.

Therefore it is with that background I state I have grave concerns about the Bourn development not having direct access to the A428. I fear this issue will come back in the future and be a thorn in the County's side as the traffic build up increase and the St Neot's Road becomes more and more congested. What I see in the future is Cambridgeshire County Council taking costly remedial action for what is now a short term fix for outside agencies.

The whole purpose of the new A428 was to stop heavy traffic along the St Neot's road as it was unsuitable and caused excess vehicle movement through surrounding villages along its route. To now allow the Bourn development to access the St Neot's Road as its principal form of access can only be viewed as short sighted and what seems a retrograde action.

I request the Economy and Environment Committee to ask for further examination of this one particular issue. The evidence should be based upon the traffic movement of the final development as a whole as a starting point. Therefore, all parties are able to present their evidence in a full and transparent manner and a fair conclusion can be reached.

Yours Sincerely,
Councillor Mark Howell Cambourne Division

Item: 3

ECONOMY AND ENVIRONMENT COMMITTEE

Minutes - Action Log

This is the updated minutes action log as at 25th September 2019 and captures the actions arising from the most recent Economy and Environment Committee meetings and updates Members on the progress on compliance in delivering the necessary actions.

ACTIONS FROM THE 12TH APRIL 2018 COMMITTEE

MINUTE NO.	REPORT TITLE	ACTION TO BE TAKEN BY	ACTION	COMMENTS	STATUS
105.	**ELY SOUTHERN BYPASS – COST AND ADDITIONAL FUNDING REQUIREMENT**	**Rob Sanderson Democratic Services / Mairead Claydon Internal Audit**	**a) To inform Internal Audit of the Committee's requirement that it should review the costs of the project and what lessons could be learnt and that their conclusions should be shared with this Committee.**	The report was considered at the 29th July 2019 meeting of Audit and Accounts Committee. A revised cover report taking account of the discussion at the meeting with the Internal Audit Report as an appendix is included for consideration later on the agenda for this meeting.	**ACTION COMPLETED**
ACTIONS FROM 19TH SEPTEMBER 2019					
269.	**ECONOMY AND ENVIRONMENT COMMITTEE PERFORMANCE REPORT QUARTER 1**				

	a) Indicator 30 – 'Local bus passenger journeys originating in the authority area'	**Matthew Tullett Senior Business Intelligence Analyst**	with reference to the last line of the indicator reading "We no longer report this information to the DfT……' one Member asked how the DfT was able to claim that nationally bus passenger numbers had declined if local authorities were no longer providing the information?	See response provided in the appendix which was sent to the Committee on 9th October	**ACTION COMPLETED**
	b) Indicator 147 'Changes in traffic flows entering market towns – motor vehicle counts for market towns in Cambridgeshire'.	**Matthew Tullett Senior Business Intelligence Analyst**	Explanation required on the dramatically large increase in numbers at Ely	See the response in the appendix which was sent to the Committee on 9th October	**ACTION COMPLETED**
	c) **Graphical presentation**	**Matthew Tullett Senior Business Intelligence Analyst**	This needs to be in a larger format as many of the Committee still receive hard copies	This will be actioned for the next update report	

Appendix

E-mail sent to the Committee and Councillor Whitehead on 9th October

Dear Economy and Environment Committee

During consideration of the first separate performance report for quarter 1 at the 19th September Committee two issues were raised for further officer response outside of the meeting. Please find the questions raised and the responses provided by the lead officer.

Question raised

a) Indicator 30 – 'Local bus passenger journeys originating in the authority area'	with reference to the last line of the indicator reading "We no longer report this information to the DfT……' one Member asked how the DfT was able to claim that nationally bus passenger numbers had declined if local authorities were no longer providing the information?

Officer Response

The DFT website provided the following information:

About bus statistics data and reports

Most of the statistics published are National Statistics. Bus statistics were assessed by the UK Statistics Authority and confirmed as National Statistics in February 2013.

Most of the statistics are from an annual survey of over 500 bus operators. Some figures are from smaller surveys of local authorities (e.g. concessionary travel), the larger bus operators or other sources. London figures are provided by Transport for London.

Concessionary travel statistics tables containing data supplied by local authorities and industry bodies and those relating to bus service provision are outside the scope of National Statistics. The department's view is that all statistics which are not designated are robust and have been produced to a suitable standard.

Users should be aware that previously published figures derived from the annual PSV operator survey are routinely revised once a new year of data becomes available, due to the nature of the imputation method used.

Full details of the data sources and methods used can be found in the guidance

Question raised

b) Indicator 147 'Changes in traffic flows entering market towns – motor vehicle counts for market towns in Cambridgeshire'.	Explanation required on the dramatically large increase in numbers

Officer Response

I can offer a reply based on the raw numbers and potential reasons around the uplift in Ely:-

The traffic is a 1.7% increase which is 7,056 motor vehicles more vehicles than the previous traffic survey in 2017.

The total motor vehicles for 2017 was 405,004 and the total for 2018 was 412060.

The number has been going up steadily for the last five years (shown in the table below).

There were the Ely bypass works around that time which may have skewed Ely town centre traffic data. The service is exploring other possible explanations.

	St neots	Huntingdon	St Ives	Wisbech	March	Ely	Chatteris	Ramsey	Whittlesey	Total
2014	54170	75068	48229	64818	35116	42642	18997	19276	32061	390377
2015	54792	76025	49126	64397	34893	44182	17491	19010	31243	391159
2016	55908	76834	51246	64934	35389	46263	19688	19488	32541	402291

2017	58475	77847	48894	65533	35963	45921	18905	19813	33653	405004
2018	57850	77653	49609	65397	38418	48574	20737	19642	34180	412060
change 14-18	6.8%	3.4%	2.9%	0.9%	9.4%	13.9%	9.2%	1.9%	6.6%	5.6%
change 17-18	-1.1%	-0.2%	1.5%	-0.2%	6.8%	5.8%	9.7%	-0.9%	1.6%	1.7%

Kind Regards,

Matthew

Matthew Tullett
Senior Business Intelligence Analyst
Business Intelligence
Cambridgeshire County Council
Octagon, Shire Hall
Cambridge CB3 0AP
Telephone (Mon,Tue & Thu): 01223 728156
Mobile (Wed & Fri): 07795315916

Agenda Item No: 5

CAMBRIDGESHIRE AND PETERBOROUGH MINERALS AND WASTE LOCAL PLAN – PROPOSED SUBMISSION PLAN

To:	**Economy and Environment Committee**
Meeting Date:	**17 October 2019**
From:	**Steve Cox: Executive Director, Place and Economy**
Electoral division(s):	**All.**
Forward Plan ref:	**Not applicable** *Key decision:* **No**
Purpose:	**To consider for approval, the Proposed Submission Cambridgeshire and Peterborough Minerals and Waste Local Plan (MWLP) for public consultation during November 2019 - January 2020, and then submission to the Secretary of State for independent examination.**

Recommendation: **It is recommended that Committee:**

1. **Approves the Proposed Submission ('Publication Draft') Minerals and Waste Local Plan as attached at Appendix A, for the purpose of both its final consultation for a minimum of six weeks (at some point between November 2019 and January 2020. If the consultation period includes the Christmas week, then consultation will run for up to eight weeks); AND its subsequent submission to the Secretary of State for the purpose of independent examination.**

2. **Approves the proposed Policies Map (including associated inset maps) as attached at Appendix B, for the purpose of consultation alongside the Local Plan consultation AND its subsequent submission to the Secretary of State for consideration alongside the examination of the Local Plan.**

3. **Delegate to the Business Manager, County Planning, Minerals and Waste and / or Joint Interim Assistant Director Environment and Commercial, any presentational improvements, factual updating, or other inconsequential changes (e.g. correcting typographical errors) to the Publication Draft Plan or Policies Map that (taken together) do not materially affect the policies set out in the Local Plan prior to the consultation commencing, or changes necessary to address any minor amendments arising from the Plan's consideration by Peterborough City County Council's democratic process.**

4. **Delegate to the Executive Director Place and Economy and the the Chairman and Vice Chairman of the Economy and Environment Committee in consultation with the authority to make more substantive changes to the Plan as attached, prior to consultation, provided he should see fit to do so, and if it would address more substantive suggested amendments arising from the Plan's consideration by Peterborough City Council's democratic process.**

5. **Delegate to the Business Manager, County Planning, Minerals and Waste and / or Joint Interim Assistant Director Environment and Commercial the ability to agree and consult upon a set of proposed modifications during the examination process (most likely at the very end of the examination process), if asked by the Inspector to do so.**

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

1. BACKGROUND

1.1 On 10 August 2017 this Committee agreed to proceed with the preparation of a new Cambridgeshire and Peterborough Minerals and Waste Local Plan (MWLP), to be prepared jointly with Peterborough City Council. This new Plan will set out planning policy to guide future minerals and waste development, and planning decisions on such proposals, over the period to 2036. When it is adopted it will replace the existing Minerals and Waste Plan (Core Strategy 2011 and Site Specific Proposals Plan 2012).

1.2 At the same meeting a timetable for preparing the new plan was approved, in the form of the Minerals and Waste Development Scheme. In summary the agreed timetable was:

- May 2018 - first round of consultation on the emerging Plan;
- March 2019 - second round of consultation;
- November 2019 - third and final round of consultation;
- March 2020 - 'submission' of Local Plan, in order to commence its independent examination (with hearing sessions anticipated in summer 2020); and
- November 2020 – adoption.

1.3 The first stage of the new Plan was the preliminary stage of consultation (between 16 May and 26 June 2018) which was aimed at seeking views from consultees, including the public, on what the new Plan should contain. Often described as an 'issues and options' stage, it set out the proposed approach to the Plan, identifying those elements of the present suite of plans it intended to carry forward (and update as necessary). The Plan did not at that stage set out any draft sites for new minerals extraction, waste management or any other site allocations. Suggested new sites were sought from operators as part of that first round of consultation.

1.4 The second stage was preparation of a Further Draft Plan, which was subject to public consultation between 15 March and 9 May 2019. This was a full draft Plan and set out a range of policies including spatial strategies for the steady supply of minerals and the location of waste management facilities. However, allocations were only proposed for mineral development, as it was concluded that overall the Plan area has sufficient waste management capacity to manage its own waste.

2. MAIN ISSUES

<u>The Further Draft Plan</u>

2.1 During the public consultation on the Further Draft Plan, just over 400 representations were received from just over 100 individual respondents. The representations were a mix of

support and objection to various aspects of the emerging Plan, some relating to the policy wording, others to the preferred allocations in the Plan, and a few to the wider evidence base that supports the Local Plan.

2.2 All representations have been logged on the consultation portal (hosted by Peterborough City Council on behalf of both Authorities); so that members of the public could view the comments made, once the consultation had closed. The full representations remain available, via the link below, with each representation logged against the applicable policy or paragraph that the representation relates to:
http://consult.peterborough.gov.uk/portal/planning/pc/ccc_pcc_mwlp_2036/further_draft/jfd?pointId=5075313
To view comments, follow the link and click on the 'view comments' tab located above each policy/paragraph.

2.3 All comments received during the consultation period have been assessed and taken into consideration during the production of the Proposed Submission MWLP and appropriate changes made to the Plan, as well as the evidence base updated where necessary. However, as a brief snapshot of some of the main issues raised, Members may wish to note the following:

- A wide range of views were received, including from: developers/agents; parish and district councils; representative bodies (e.g. government bodies, pressure groups); and members of the public. However, the total volume of representations actually fell slightly compared with the Preliminary Draft, perhaps reflecting a lack of contentious sites being proposed.

Minerals

- Whilst virtually all aspects of the Plan received at least some comment, the focus of the representations related to site allocations. 40 representations were received on Policy 2 Providing for Mineral Extraction.
- The majority of these representations were from landowners and operators who were supporting sites which were allocated; objecting to the absence of a site allocation for a site they had proposed; or were, in a minority of cases, proposing new sites.
- A limited number of proposed allocation sites received a limited number of objections, with the focus of such comments being around highways concerns, amenity issues and heritage concerns. The plan has been adjusted, where appropriate, to address concerns, such as an expanded policy requirement in Policy 2 for mineral allocations; and 'site profiles' which have been added as an appendix to set out detailed issues in need of consideration at a planning application stage for specific sites.
- There were representations on the proposals for Block Fen / Langwood Fen, including support from Natural England and the Royal Society for the Protection of Birds (RSPB).
- One additional site was proposed in Cambridgeshire, which was for sand and gravel extraction at Australia Farm, Wilburton. It is not being proposed that this site be allocated.

Waste Management

- Around 60 representations were received on Policy 4 Providing for Waste Management. Representations were received from a range of parties, including waste operators, parish councils, interest and action groups, and individuals.
- Some waste operators, and a few other parties, continued to express concern over the lack of waste management allocations; whilst others supported this approach. The evidence base has been reviewed, and it is considered that owing to a limited capacity need, a more flexible criteria based approach to dealing with such future proposals is still the most appropriate.

Other Matters

- Some representations believed that the plan was 'not doing enough' for the environment. Policies have therefore been strengthened on matters such as the restoration of sites, promotion of electric vehicle charging infrastructure, and the protection of carbon and biodiverse-rich peat soils.
- Policies which help safeguard communities have also been strengthened, such as the amenity policy, with new additions such as prevention of 'over-bearing' waste management facilities being built. These additions should assist decision makers should unacceptable proposals be submitted for planning permission.
- Elsewhere, policies have been slightly adjusted or strengthened, in line with Council approved motions at both Cambridgeshire County Council and Peterborough City Council e.g. requiring the decisions of the two Councils to make additional effort to address environmental matters and climate change.
- Finally, the opportunity has been taken to iron out any aspects of the plan which were not as clear as they could have been, or not sufficiently in line with national policy.

2.4 A full summary of representations received at both the Preliminary Draft and Further Draft stages will be published at the point of consultation on the Proposed Submission Draft, together with a summary of whether the councils have taken forward suggestions made. There will, therefore, be a clear audit trail throughout the consultation stages.

The Proposed Submission Plan

2.5 The Proposed Submission Local Plan (sometimes known as the 'Publication Draft' Local Plan) is attached as Appendix A. It is the culmination of extensive work since its inception in August 2017, including consideration of a substantial amount of evidence and numerous representations. Those representations have shaped the Proposed Submission Local Plan, with the main changes reflecting those representations outlined in paragraph 2.3 above.

2.6 The Proposed Submission Local Plan broadly follows the structure, thrust, and intent of the 'Further Draft' version, with changes between the two versions being relatively limited. In terms of allocations, as was the case at the Further Draft stage, the Plan is proposing to allocate sites for mineral extraction, but not waste management sites. It continues to allocate certain areas to be 'safeguarded' from development where this would prejudice existing, committed, or planned mineral extraction or waste management facilities. It also requires consultation with the Councils as Mineral and Waste Planning Authorities, on non-mineral and waste management proposals where these fall in the Plan's safeguarded areas.

2.7 With regard to Appendix 2 of the Proposed Submission Local Plan i.e. the Block Fen / Langwood Fen Master Plan, Section 8 Traffic will be updated prior to publication in November. Revised anticipated traffic figures will be included, and will take into account a traffic survey that has been undertaken on the A142. However, this information is not available to be reflected at this stage.

3 NEXT STEPS

3.1 If Committee agrees the recommendation, then a number of important steps will take place (and this assumes that Peterborough City Council will likewise agree to the following taking place):

3.2 First, the Proposed Submission Local Plan (and associated material) will be subject to public consultation for a period of not less than six weeks, at some point between November 2019 - January 2020. It is important everyone understands this particular round of consultation and therefore if the consultation falls over the Christmas break, then the period will be extended to up to eight weeks.

3.3 The consultation is open to everybody (including those who have not made any representations to date), but the crucial aspect to understand is that all representations received are not subsequently considered by officers or by the Councils. Instead, they are considered in full by an independent Planning Inspector. It is also important to understand that any objections at this stage, if they are to have any influence on the final content of the Plan, must be based on one of the 'tests of soundness' as set down by legislation. An objector should also state why the plan is 'unsound' and will be encouraged when making a representation to set out what needs to be done to address the matter of their objection. It is also important to emphasise that, as set down by legislation, any objections made at earlier consultation stages are not carried forward to the next stage in the process; and as such, if a representor remains unsatisfied with the Local Plan, that representor must repeat their objection at the forthcoming consultation stage, if the representor wants it to be considered. The Inspector will not review objections made at the earlier stages.

3.4 It is fair to say that some representors do not, understandably, always comprehend the processes at this stage; and often do not realise that councils on the whole do not amend the Local Plan as a result of the consultation. If they were to, they would be legally required to undertake the consultation process again.

3.5 Instead, after the close of the public consultation it is anticipated that officers will upload all representations onto the consultation portal hosted by Peterborough City Council. The Councils will summarise the key issues raised, publish all evidence base material and submit the Local Plan and associated material to the Secretary of State (or, in practice, to the Planning Inspectorate). This is all scheduled to happen by March 2020 (as planned). The Cambridgeshire webpage will be fully updated, with a link provided to the consultation portal.

3.6 As soon as the Local Plan is submitted, the plan is taken out of the hands of the Councils and its officers, and is in the hands of a Planning Inspector appointed to examine the Local Plan. Whilst examination will commence once the Inspector is appointed, it is anticipated

that the public hearing sessions will be held in the summer of 2020 once the matters and issues to be discussed have been identified by the Inspector.

3.7 During the examination the Inspector will consider all representations received, and will hold a number of hearing sessions as part of the examination. The Inspector will identify the matters and issues that will be examined in public, and those who wish to participate will be able to do so. Officers will sit at all days of the hearing, to explain and justify the Local Plan.

3.8 If the Inspector considers that Main Modifications would resolve any issues of soundness or legal compliance he / she may prepare these. These will be subject to a round of consultation at which point consultees, including Members, will have an opportunity to respond to the proposed amendments to the Plan. The Inspector will consider any responses received when writing the Inspectors Report. As Main Modifications, once finalised, are proposed to ensure that a submitted plan is sound and legally compliant they are effectively binding on councils, if they want to adopt the Local Plan.

3.9 Therefore, throughout the examination process, as the Inspector indicates that he/she is considering recommending a particular Main Modification, officers may be asked to suggest wording that could be offered to meet the concern. As such, Committee is requested to delegate authority to the Business Manager of County Planning, Mineral and Waste and / or the Joint Interim Assistant Director, Environment and Commercial to 'negotiate' such possible modifications with the Inspector during the examination process, to enable the smooth running of the examination. These modifications are in effect 'owned' by the Councils as the examination proceeds i.e. they are not yet formally agreed by the Inspector at this stage (though, in practice, they are informally agreed).

3.10 Once the Main Modifications are finalised the Inspector then uses these to complete the Inspector's Report, and to reach his/her conclusions on the examination.

Policies Map

3.11 Whilst legislatively complex, a fundamental part of the planning system in England is the 'Policies Map'. The Policies Map is not, legally, part of any Local Plan, but rather a geographical representation of the policies found in the 'development plan' as a whole. Each district-level council has its own Policies Map, which shows the various allocations for its area taken from its own district Local Plan; all Neighbourhood Plans in its area; plus all allocations from the Minerals and Waste Plan, as relevant to its area. In effect, the Policies Map is a live document, and is updated every time a new Local Plan, Minerals and Waste Plan or Neighbourhood Plan is adopted.

3.12 At the 'submission' stage, it is a legal requirement to submit with the MWLP those changes which will be made to the Policies Map, should the MWLP be subsequently adopted. The MWLP proposed Policies Map can therefore be found at Appendix B.

Programme Officer

3.13 It is a requirement of the examination process to have a Programme Officer in place. Whilst appointed and paid for by the Councils, the Programme Officer reports to and acts under the direction of the Inspector - they are an officer of the Examination. The role is a mix of

part and full time, depending on the tasks set by the Inspector. The costs in this regard will be split by the two Councils.

3.14 All communication with the Inspector, whether by the Councils or any objector, must go through the Programme Officer. No direct communication with the Inspector is permitted, except during the 'hearing' sessions of the examination, which are chaired by the Inspector. The two Councils are in the process of securing a Programme Officer, and anticipate doing so prior to the submission of the Local Plan.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 A good quality of life for everyone

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

4.2 Thriving places for people to live

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

4.3 The best start for Cambridgeshire's children

No direct implications.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

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

By proceeding to the submission and examination of the Cambridgeshire and Peterborough MWLP Local Plan, the Council has to commit to resourcing a Programme Officer and an Inspector. Whilst the Programme Officer is relatively low cost (a part time, experienced administrative role), the Inspector's fees can be substantial. Such fees are charged on a day rate basis, set by the Town and Country Planning (Costs of Independent Examinations) (Standard Daily Amount) (England) Regulations 2002. The current day rate is £993 (excluding travel and subsistence costs for which the Council's will also be responsible); and the Council must sign an agreement in advance stating it will pay such fees, whatever the outcome. As an estimate, such fees to be shared between the two authorities will amount to between £50 - 150k, and funding has been identified by Cambridgeshire County Council and Peterborough City Council.

5.2 Procurement/Contractual/Council Contract Procedure Rules Implications

See paragraph 5.1 above.

5.3 Statutory, Legal and Risk Implications

The County Council has a statutory duty under the Planning and Compulsory Purchase Act 2004 to prepare and maintain a minerals and waste local plan which must be prepared along the timescales set out in an approved Minerals and Waste Development Scheme. The European Waste Framework Directive, 2008 (2008/98/EC), as transposed through the Waste (England and Wales) Regulations 2011 (as amended), requires waste planning authorities to put in place waste local plans. The Local Plan must be prepared and adopted in accordance with a wide range of Acts and Regulations, notably the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012. In addition, the Council must have regard to national policies and advice contained in guidance issued by the Secretary of State.

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

5.4 Equality and Diversity Implications

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

5.5 Engagement and Communications Implications

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

5.6 Localism and Local Member Involvement

All local communities and Members, statutory consultees and other interested parties have opportunities to feed into the plan process.

5.7 Public Health Implications

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

Implications	**Officer Clearance**
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Eleanor Bell
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Emma Fitch
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

Source Documents	**Location**
Further Draft Plan and associated evidence	www.cambridgeshire.gov.uk/MWLP
Cambridgeshire County Council's Statement of Community Involvement 2014	https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-applications/submitting-a-planning-application/
Town and Country Planning (Local Planning) (England) Regulations 2012	http://www.legislation.gov.uk/uksi/2012/767/contents/made

Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036

Proposed Submission Draft

November 2019

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Contents

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List of Policies

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List of Figures

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1. Introduction

Introduction to the Cambridgeshire and Peterborough Minerals and Waste Local Plan

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

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

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

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

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

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

1.6 Building on the success of previous joint working, both Cambridgeshire County Council and Peterborough City Council agreed to commence preparation of a new joint Minerals and Waste Local Plan. Preparing a joint Local Plan is possible under section 28 of the 2004 Act. The Local Plan will, upon adoption, replace both of the adopted DPDs referred to above.

1.7 The current Minerals and Waste Development Plan Documents also include three Supplementary Planning Documents (SPDs). The Block Fen/Langwood Fen Masterplan SPD and the Location and Design of Waste Management Facilities SPD have been reviewed and

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

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have been incorporated into this new Local Plan as Appendix 2 and 3 respectively. Those two SPDs will therefore be revoked on adoption of this new Local Plan.

1.8 The RECAP Waste Management Design Guide SPD is to be retained by Cambridgeshire County Council, and updated in due course. The SPD, along with Policy 14 of this Plan to which it relates, will not apply to the Peterborough Authority Area. The Peterborough Local Plan (adopted July 2019) contains appropriate replacement guidance.

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

How to make comments

1.10 This is the third, and likely final, opportunity for you to make comments on the emerging Local Plan. This Plan has been published under Regulation 19 and this consultation is being undertaken under Regulation 20 of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). If you would like to see details of previous consultation stages, then please see our respective websites.

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

1.12 This Proposed Submission Plan, along with the accompanying Sustainability Appraisal (which has appraised the social, economic and environmental effects of all the policies and allocations in this Plan, along with reasonable alternatives), can be viewed at cambridgeshire.gov.uk/mwlp or peterborough.gov.uk/mwlp. Comments can be made online (during the consultation period) using the consultation portal. Alternatively a Comments Form (Form C) is available to download from the website or collect in paper format from the following locations, where a hard copy of the Plan can also be viewed:

Peterborough City Council's Office	Cambridgeshire County Council's Office
Sand Martin House Bittern Way Fletton Quays Peterborough PE2 8TY Opening hours: 9am to 5pm, Monday to Friday	Shire Hall Castle Hill Cambridge CB3 0AP Opening hours: 9am to 5pm, Monday to Thursday, 9am to 4.30pm Friday

1.13 Comment Forms can be returned by email to planningpolicy@peterborough.gov.uk or by post to Peterborough City Council's address above.

1.14 The closing date for all comments is **23:59 on 19 December 2019**. Please note that all comments will be uploaded to our online consultation portal and will not be confidential (however personal email addresses, postal addresses, telephone numbers and signatures

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will not be shown). All comments received will be sent to the Planning Inspectorate along with the Submission Local Plan, due to be submitted in Spring 2020.

Approach of this Proposed Submission Plan and how comments are dealt with

1.15 We are at a reasonably advanced stage in preparing this new Local Plan. Overall, our approach has been one which rolls forward, refreshes and consolidates the existing Minerals and Waste Local Plans, rather than a fundamental review of everything from scratch. We continue to gather evidence (and this consultation is part of that process).

1.16 This Proposed Submission Plan consists mainly of non-site specific policies as well as mineral site allocations. At this stage, the Councils believe that the Plan is now 'sound' and suitable for independent examination. As such, any formal representations you make at this consultation stage are considered by an Inspector, not the Councils, and should specifically address how you believe the Plan meets (or does not meet) the four tests of soundness[2].

1.17 The Councils can no longer make changes to the Plan, only the Inspector can (though the Council can recommend the Inspector makes changes). For further details on what this Proposed Submission stage is all about, from a legal and procedural perspective, please see the Procedure Guide for Local Plan Examinations[3], published by the Planning Inspectorate.

Status of this Proposed Submission Plan November 2019 for Decision Makers

1.18 This Proposed Submission Plan has been produced in accordance with the National Planning Policy Framework (NPPF February 2019), the National Planning Policy for Waste (NPPW October 2014) and National Planning Practice Guidance (NPPG). The Plan has been written to complement the NPPF and NPPW and to comply with the guidance in the NPPG. Should the NPPF, NPPW or NPPG be revised in the future, then any references to them in this document should be checked against the latest versions in force at that point in time. This Local Plan does not repeat policies in the NPPF or NPPW; it builds on them where necessary and ensures locally specific issues are covered.

1.19 Paragraph 48 of the NPPF clarifies the position on the status of emerging plans. It states:

Local planning authorities may give weight to relevant policies in emerging plans according to:

a. *the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);*
b. *the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and*

[2] National Planning Policy Framework (February 2019), Paragraph 35
[3] https://www.gov.uk/government/publications/examining-local-plans-procedural-practice

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

1.20 In accordance with NPPF paragraph 48, the policies contained within this emerging plan will be used (alongside the Development Plan and other material considerations) in determining planning applications, especially where it contains 'new' policy not currently found elsewhere in the Development Plan, the NPPF or the NPPW. In helping determine proposals, the amount of weight to be given to the content of this emerging Plan in comparison with the amount of weight given to other plans, strategies and material considerations, will be a matter for the decision taker to decide and will vary depending on the specific elements of the proposal. At this Proposed Submission stage of the Plan, the weight is likely to be limited.

Policies Map

1.21 The draft Policies Map which accompanies this Proposed Submission Plan shows the relevant spatial policies on an Ordnance Survey map base, identifying how the Policies Map would be amended if the plan was adopted as presently written. These policies relate to Mineral Safeguarding Areas (MSAs), Mineral Allocation Areas (MAAs), Mineral Development Areas (MDAs), Waste Management Areas (WMAs), Transport Infrastructure Areas (TIAs), Water Recycling Areas (WRAs) and Consultation Areas (CAs). You can make representations on the draft Policies Map (such as the allocations and their boundaries) as part of this consultation exercise.

1.22 Upon adoption of this Plan the relevant allocations will be incorporated into the Policies Maps of the relevant individual Cambridgeshire District Councils and Peterborough City Council.

OS Map - Copyright Note

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Important Note for the Proposed Submission Local Plan

1.24 Please note that, on adoption, all of the paragraphs in this section will be deleted, except for paragraphs 1.1-1.3 and 1.23. For the rest of this document, the text as written is that as intended by the Councils to be adopted.

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2. Policy Framework and Context

Vision

2.1 The following sets out our high level vision for minerals and waste management development.

> *Over the plan period to 2036 Cambridgeshire and Peterborough will ensure a steady, adequate but sustainable supply of minerals to meet current and projected future need. There will be an increased commitment to the use of secondary and recycled aggregate over land won material, with restoration and aftercare placed at the forefront of planning decisions.*
>
> *As existing communities grow and new communities are formed, a network of waste management facilities will provide for the sustainable management of all wastes to the achievement of net self-sufficiency.*
>
> *A balance will be struck between meeting present and future needs, and maintaining and enhancing the social, environmental and economic vibrancy of the plan area.*

Aims and Objectives

2.2 To ensure that the overall vision of the Plan is achieved, that national policy is met and that local needs are addressed, a set of aims and objectives have been formed. The Plan has a total of 12 objectives under 8 themes. Each objective has examples as to how the objective could be met. The objectives are the same as in the Sustainability Appraisal framework and are shown in the table below:

Figure 1: Plan and Sustainability Appraisal Objectives

Headline Objective		**Criteria to help determine whether objective is/could be met**
Sustainable mineral development		
1	Ensure a steady and adequate supply of minerals to support growth whilst ensuring the best use of materials, and protection of land	determine applications for mineral development without delay prevent needless sterilisation of mineral resources through the use of mineral safeguarding areas safeguard existing mineral development make adequate provision in order to ensure continuity of supply of mineral for the plan area
Sustainable waste management		
2	Contribute positively to the sustainable	manage the waste arising in the plan area over the plan period, with appropriately located and distributed waste management facilities of a

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	management of waste	high quality in operation and in design move treatment of waste up the waste hierarchy achieve net waste self-sufficiency safeguard existing waste management facilities and infrastructure, including from incompatible development that may prejudice waste use promote/allow scope for new technology and innovation in waste management ensure that all major new developments undertake sustainable waste management practices (including, where appropriate, the provision of temporary waste management facilities throughout construction)
Resilience and restoration		
3	Support climate change mitigation and adaptation, and seek to build in resilience to the potential effects of climate change	minimise greenhouse gas emissions reduce the demand for energy and maximise the use of energy from renewable sources minimise the use of virgin mineral by encouraging the efficient use of materials (including the recycling and re-use of waste and the minimisation of construction waste) encourage operational practices and restoration proposals which minimise or help to address climate change
4	Protect water resources and quality, mitigate for flood risk from all sources and seek to achieve a reduction in overall flood risk	ensure waste development and associated infrastructure are not at risk of flooding ensure infrastructure associated with mineral development is not at risk of flooding ensure mineral and waste development will not affect water resource quantity and quality
5	Safeguard productive land	avoid the loss of the best and most versatile agricultural land for waste development and prioritise the location of waste development on previously developed sites over greenfield land minimise soil contamination and safeguard soil quality and quantity
Employment and economy		
6	Support sustainable economic growth and the delivery of employment opportunities	support the development and growth of sustainable communities and provision of infrastructure within the plan area provide training and employment opportunities

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		maximise the sustainable economic benefits of mineral operations and waste management in the plan area ensure mineral supply for construction ensure effective and adequate waste infrastructure for existing and future development
Infrastructure		
7	Reduce road traffic, congestion and pollution; promote sustainable modes of movement and efficient movement patterns; and provide and maintain movement infrastructure	reduce the reliance on road freight movements of minerals and waste and seek to increase the efficient use of other modes of movement where road transportation is necessary, minimise the total vehicle kilometres travelled and encourage the use of low emission vehicles safeguard current and future infrastructure for minerals, waste, concrete batching, coated materials manufacturing, other concrete products and the handling, processing and distribution of aggregate material
Natural environment and landscapes		
8	Conserve and enhance the quality and distinctiveness of the landscape	minimise adverse impacts to local amenity and overall landscape character protect designated assets such as designated nature sites, open spaces, parks, gardens, historic landscapes
9	Protect and encourage biodiversity and geodiversity	protect and enhance habitats of international, national or local importance maintain wildlife corridors and minimise fragmentation of green spaces utilise opportunities to enhance biodiversity and geodiversity and achieve net gains
Built and historic environment		
10	Protect and where possible enhance the character, quality and distinctiveness of the built and historic environment	retain and enhance the character, distinctiveness and accessibility of townscapes ensure mineral and waste development conserves, protects and enhances designated and undesignated heritage assets and their settings, including archaeological assets
Health and wellbeing		
11	Protect and enhance the health and wellbeing of communities	avoid adverse effects on human health and safety or minimise to acceptable levels safeguard the residential amenity of new and existing communities

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		provide opportunities to improve health and amenity through the restoration and management of former minerals and waste sites encourage opportunities for education about minerals and waste
12	Minimise noise, light and air pollution	minimise noise and light pollution arising from activities associated with waste development, waste management, mineral extraction and mineral movement minimise air pollution

Strategic and Non-Strategic Policies

2.3 The NPPF states that the Development Plan "*must include strategic policies to address each local planning authority's priorities for the development and use of land in its area*"[4]. It goes on to say that "*Strategic policies should set out an overall strategy for the pattern, scale and quality of development*"[5] and that "*Plans should make explicit which policies are strategic policies. These should be limited to those necessary to address the strategic priorities of the area (and any relevant cross-boundary issues), to provide a clear starting point for any non-strategic policies that are needed. Strategic policies should not extend to detailed matters that are more appropriately dealt with through neighbourhood plans or other non-strategic policies.*".

2.4 Further, the NPPF states that "*Strategic policies should provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period, in line with the presumption in favour of sustainable development. This should include planning for and allocating sufficient sites to deliver the strategic priorities of the area*"[6].

2.5 The NPPF then explains that "*Non-strategic policies should […] set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure and community facilities at a local level, establishing design principles, conserving and enhancing the natural and historic environment and setting out other development management policies*"[7].

2.6 An important reason for being explicit about which policies are strategic or not is that, as the NPPF explains, "*Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies*."[8].

2.7 Having considered all of the above, it has been determined that all of the Policies in this Plan are regarded as Strategic Policies.

[4] National Planning Policy Framework (February 2019), Paragraph 17
[5] National Planning Policy Framework (February 2019), Paragraph 20
[6] National Planning Policy Framework (February 2019), Paragraph 23
[7] National Planning Policy Framework (February 2019), Paragraph 28
[8] National Planning Policy Framework (February 2019), Paragraph 29

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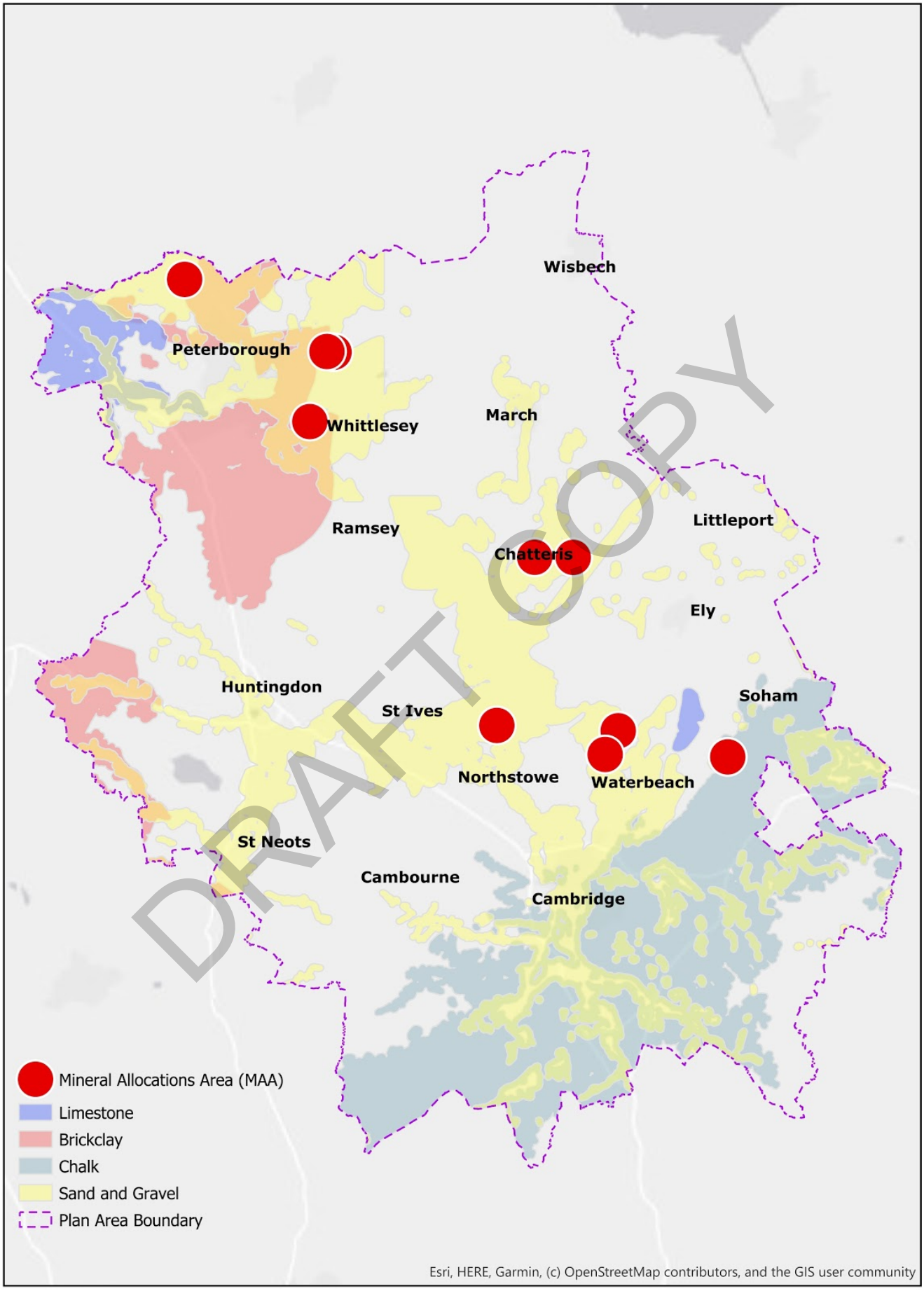
Key Diagram



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3. The Core Policies

Sustainable Development and Climate Change

3.1 The NPPF makes it clear that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies can play an active role in guiding development towards sustainable solutions. It is also appropriate for Local Plans to include planning measures to address climate change mitigation and adaptation.

3.2 The NPPF also makes it clear that Local Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. It is also appropriate for Local Plans to support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts and avoid increased vulnerability to the range of impacts arising from climate change.

3.3 The Climate Change Act 2008 sets up a framework for the UK to achieve its long-term goals of reducing greenhouse gas emissions and to ensure steps are taken towards adapting to the impacts of climate change. That Act also introduced section 19 (1A) into the Planning and Compulsory Purchase Act 2004, which requires local planning authorities to address climate change in preparing Local Plans.

3.4 In terms of vulnerability to climate change, the plan area includes large areas of low lying land which is potentially highly vulnerable to the effects of climate change, such as from flood risk and sea level rises. The high volume of protected habitats are also potentially vulnerable to the effects of climate change, as most of such protected habitats are low lying, and very sensitive to the water environment.

3.5 In addition, lowland peatlands represent one of the most carbon-rich ecosystems in the UK, and Cambridgeshire and Peterborough has extensive such lands. As a result of widespread modification and drainage (usually to support agriculture), they have been converted from natural carbon sinks into major carbon emitting sources, and are now amongst the largest sources of greenhouse gas (GHG) emissions from the UK land-use sector.

3.6 Mineral development especially can cause considerable loss of high quality agricultural land and/or peat land, and is an important consideration for proposals. However, restoration of mineral sites can also afford unique opportunities to create habitats which can act as living carbon sinks, and which may assist in reducing the erosion of, and thereby protection of such valuable soils e.g. through the creation of lowland wet grassland. In the plan area there is potential to achieve this on a strategic and landscape scale, and to contribute at the same time towards achieving national biodiversity objectives.

3.7 A robust policy addressing all of the above matters is therefore required in this Local Plan, as set out below.

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Policy 1: Sustainable Development and Climate Change

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

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

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

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

(a) demonstrating how the location, design, site operation and transportation related to the development will help to reduce greenhouse gas emissions (including through the adoption of emission reduction measures based on the principles of the energy hierarchy); and take into account any significant impacts on human health and wellbeing and on air quality;
(b) where relevant, setting out how the proposal will make use of renewable energy including opportunities for generating energy from waste for use beyond the boundaries of the site itself, and the use of decentralised and renewable or low carbon energy;
(c) for proposals which involve the temporary or permanent removal of peat soils, measures to make long term sustainable use of such soils (see also Policy 24); and
(d) for waste management proposals, (i) how the principles of the waste hierarchy have been considered and addressed; and (ii) broadly quantifying the reduction in carbon dioxide and other relevant greenhouse gases e.g. methane, that should be achieved as part of the proposal, and how this will be monitored and addressed in future.

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

(e) avoiding proposals which could increase vulnerability to the range of impacts arising from climate change;
(f) incorporation of sustainable drainage schemes to minimise flood impacts, and, if viable opportunities exist, reduce current floodrisk;
(g) measures to manage water resources efficiently (and where restoration proposals are reliant on water, ensure sufficient water resource will be available);
(h) measures to assist habitats and species to adapt to the potential effects of climate change; and
(i) measures to adapt to the potential impacts of excess heat and drought.

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Providing for Mineral Extraction

3.8 Minerals are essential to support sustainable economic growth and our quality of life. This Plan sets out an overarching spatial strategy for minerals. This is important in order to guide not only allocations made in the Plan, but also proposals on non-allocated sites which may subsequently come forward as planning applications.

3.9 Within the plan area sand and gravel is the primary mineral in terms of commercial resource. Historically extraction has been located in the Nene and Ouse River Valleys but more recently the move has been away from these areas as they are now the focus of other national planning policies which seek to protect and enhance their biodiversity. Extraction has therefore shifted to fen edge deposits where there are significant reserves and, in some instances, give rise to the opportunity to enhance biodiversity through restoration on a landscape or a local scale.

3.10 Needingworth Quarry is a good example of this, where a nationally significant reedbed is being created. The spatial strategy for this Plan continues this approach, focusing extraction at fen edge deposits where restoration can contribute to international and national biodiversity objectives, as well as flood risk management gains.

3.11 For some minerals the spatial options are more constrained. The brickpits near Whittlesey for example involve the extraction of brickclay on an industrial scale. Other areas involve smaller scale extraction, such as the high quality industrial chalk at Steeple Morden. National policy requires Mineral Planning Authorities to make provision for industrial and local mineral needs, either through allocations, criteria based policies or a mixture of the two.

3.12 Within the plan area, limestone is located in a small geographical area mainly to the north west of Peterborough. It is oolitic in nature, thereby limiting its value as a crushed rock aggregate, and it is also a diminishing resource. It was not possible to allocate any limestone sites through the previous Plan, and no sites came forward through its criteria based policy. Only one site was submitted for inclusion in this Plan but is not deemed suitable for allocation. This Plan therefore continues the same broad approach as the previous Plan, relying on a criteria based approach for limestone extraction.

3.13 Mineral for infrastructure projects such as major road improvements could come from existing or allocated mineral workings, or it could come from dedicated sites close to and specific to that project. These ‘borrowpits’, which would be temporary in nature, may reduce the impact of mineral working for those local communities on the routes from existing mineral sites and have a lower carbon impact (due to less mineral miles travelled). There could, however, also be an impact on local communities, the landscape or other matters from borrowpits, and permission of any such site must take account of the full planning balance.

3.14 Some minerals have particular characteristics which mean that they lend themselves to specialist uses. For example, chalk in the Steeple Morden area is used for a range of manufacturing processes, and clay in the Burwell area is used on a small scale for the manufacture of traditional handmade bricks and tiles. Such minerals need to be worked where they occur and provision needs to be made for such specialist uses to continue.

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Mineral spatial strategy and meeting the need for minerals

3.15 This Plan follows national planning policy in planning for a steady supply of sand and gravel and limestone i.e. the main aggregates which occur in the plan area. This includes taking the advice of the East of England Aggregates Working Party (AWP) which, in November 2017, agreed that, in the absence of updated national guidelines on aggregate provision, the methodology contained in the NPPF and NPPG would form the basis of determining aggregate provision for Minerals Plans.

3.16 There are however many factors which inform the calculation of future mineral need. The key elements which this Plan has taken into account that inform the level of future provision for aggregates, and which are also indicators of the security of supply, are as follows:

(a) the average of the past 10 years of aggregate sales data;
(b) the average of the past 3 years of aggregate sales data;
(c) the landbanks and other information contained in the Cambridgeshire and Peterborough Local Aggregates Assessment (LAA);
(d) an assessment of other supply options e.g. the supply of secondary and recycled aggregates and marine dredged material;
(e) matters relating to mineral supply raised through the duty to cooperate with other Mineral Planning Authorities;
(f) knowledge of major current and planned infrastructure projects within the plan area and the wider region, including London; and
(g) the geological extent of mineral and its quality, plus other relevant factors related to its extraction (such as site specific constraints).

Sand and Gravel

3.17 Sand and gravel is the most significant resource in the plan area. The NPPG requires Mineral Planning Authorities (MPAs) to maintain a stock of sand and gravel reserves (a landbank) equivalent to at least 7 years supply. The LAA (December 2018) records that Cambridgeshire and Peterborough, at the end of 2017, had permitted reserves of 41.43 million tonnes.

3.18 The 10 year average of sand and gravel sales is 2.36 million tonnes per annum (Mtpa). Annual sales have however increased in recent years, with the 3 year average being 2.89Mtpa. Part of this increase is attributed to construction of the A14 improvement scheme, however the general trend upwards needs to be recognised and reflected in the annual provision rate.

3.19 Taking account of these two metrics and other measures highlighted from (a) to (g) above, the Councils have determined that an appropriate annual provision rate for the Plan is **2.6Mtpa**. This represents the mid-point between the 10 year sales average and the 3 year sales average, and is also a 10% increase on the 10 year sales average (10% often being used as a proxy for a buffer above the 10 year sales average in other Minerals and Waste Local Plans). At 2.6Mtpa, this would equate to a landbank of 15.9 years.

3.20 Moving forward, the spatial strategy of this Local Plan is for extraction of sand and gravel to take place in a broad corridor north to south through the centre of the plan area. Such

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extraction will take place from sites allocated for that purpose on the Policies Map. Such extraction will help to support three important objectives of this Local Plan:

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

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

Limestone

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

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

Brickclay

3.24 The spatial strategy for brickclay extraction is to continue extraction at existing consented sites, broadly in an area to the south and east of Peterborough. Future extraction will take place at Kings Delph, Whittlesey, a site allocated on the Policies Map. Localised specialist brickclay is also allocated at Burwell Brickpits.

3.25 National planning policy requires that a landbank of brickclay is maintained, in the order of 25 years of supply. The extensive reserves of brickclay in the plan area, close to the Whittlesey brickworks complex, should meet this requirement. To ensure the continuity of supply, land located in the Cambridgeshire side of the Kings Delph area, which straddles the administrative boundaries of the two authorities, is allocated for future extraction, delivering an estimated 27 million tonnes of brickclay, which is over 60 years supply, in addition to existing permitted reserves on the Peterborough side.

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Other minerals

3.26 Other minerals such as chalk, building stone (including clunch), and limestone for non-aggregate purposes, are a very limited resource in the plan area. The spatial strategy for such minerals is to continue extraction on a small scale to meet such specialist needs; which could occur via the working of existing consents, or via the provisions of Policy 2: Providing for Mineral Extraction. No allocations are made for such 'other minerals'.

Site Profiles

3.27 To assist the preparation of planning applications, at Appendix 1 each allocated site below has a 'site profile' setting out specific key information and potential site considerations for each site. Such profiles are not policy, but are intended to offer a snapshot of issues for each site and assist in the interpretation and application of relevant generic policies. Please note the introductory explanation at the start of Appendix 1.

Policy 2: Providing for Mineral Extraction

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

	Plan Period 2016-36 (Mt)	Provision Rate (Mtpa)
Sand and Gravel	**54.6**	**2.6**
Limestone	**6.3**	**0.3***

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

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

Sand and Gravel		
Site	**Reserve†**	**Site Specific Requirements**
M019: Bare Fen & West Fen, Willingham/Over	3.000	• Access must be through the existing Needingworth Quarry and mineral should be moved by field conveyor to the existing Quarry for processing; onward transportation should use the agreed HCV routing. • Restoration to a reedbed priority habitat, as an extension to the existing approved restoration scheme for Needingworth Quarry. • Development should conserve and where appropriate enhance heritage assets and their settings.
M021: Mitchell Hill Farm South, Cottenham	0.140	• Access must be via the existing A10 roundabout • Site must be be worked through the Mitchell Hill north

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		processing plant. ● Restoration must be to an agricultural after-use at original levels. ● Development should conserve and where appropriate enhance heritage assets and their settings.
M022: Chear Fen, Cottenham	0.820	● Access must be via the existing A10 roundabout ● Site must be be worked through the Mitchell Hill north processing plant. ● Restoration must be to agriculture and nature conservation; with lowland wet grassland, complementary to that being created at Mitchell Hill North, along the corridor of the River Great Ouse.
M028: Kings Delph, Whittlesey	0.350	● A comprehensive programme of archaeological mitigation will be required which takes into account the proximity to Must Farm, a Bronze Age settlement; and Horsey Hill Civil Fort, a Scheduled Monument. ● Minerals must be transported to the brickworks by conveyor to minimise impact on A605.
M029: Gores Farm, Thorney	1.600	● A comprehensive Heritage Impact Assessment will be required to inform the extent of the development at the master-planning stage and submitted with any planning application. Harm to the significance of heritage assets should be avoided in the first instance and appropriate mitigation measures should be identified for any remaining harm. This is likely to include a significant no development buffer around the on-site scheduled monuments, together with a heritage-led restoration scheme. ● A comprehensive biodiversity report will be required which considers opportunities for and impacts on biodiversity, including, in particular, any impacts on the Nene Washes Ramsar, SAC, SPA, and SSSI‡.
M033: Land off Main Road, Maxey	1.925	● Access to the existing processing plant must be across Etton Road, either vehicular or by conveyor. ● Access to the HCV network will be via the existing Maxey quarry entrance, turning right onto Maxey Road joining at the A15 roundabout.
M034: Willow Hall Farm, Thorney	2.800	● A comprehensive Heritage Impact Assessment will be required to inform the extent of the development at the master-planning stage and submitted with any planning application. Harm to the significance of heritage assets should be avoided in the first instance and appropriate mitigation measures should be identified for any remaining harm. This is likely to include a significant no development buffer around the on-site, and potentially off-site, scheduled monuments, together with a heritage-led restoration scheme. ● A comprehensive biodiversity report will be required which considers opportunities for and impacts on biodiversity, including, in particular, any impacts on the Nene Washes Ramsar, SAC, SPA, and SSSI‡.

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M035: Block Fen/Langwood Fen East, Mepal	4.680	● Must be worked and restored in a phased manner in accordance with the Block Fen/Langwood Fen Master Plan set out in Appendix 2. ● Development should conserve and where appropriate enhance heritage assets and their settings.
M036: Block Fen/Langwood Fen West, Mepal	2.308	● Must be worked and restored in a phased manner in accordance with the Block Fen/Langwood Fen Master Plan set out in Appendix 2. ● Development must protect the Grey's Farm, Horseley Fen Scheduled Monument and its setting.

‡Part of meeting this requirement will require the submission of sufficient information from the applicant to enable the completion of a project-level screening exercise under The Conservation of Habitats and Species Regulations 2017 (as amended), which identifies whether the land affected by the proposed development is regularly used by qualifying species (especially foraging and roosting swans) of the Nene Washes Ramsar, SAC, SPA, and SSSI and whether the proposal will have a likely significant effect. If that screening concludes that full Appropriate Assessment (AA) is needed, sufficient information will need submitting to enable Peterborough City Council to complete that AA. This process will need to demonstrate that the development will not have a significant adverse effect on the integrity of the Nene Washes.

Brickclay		
Site	**Reserve**†	**Site Specific Requirements**
M023: Burwell Brickpits, Burwell	0.04	● Restoration must be to a biodiversity use which complements and supports the designated County Wildlife Site
M028: Kings Delph, Whittlesey	27	● A comprehensive programme of archaeological mitigation will be required which takes into account the proximity to Must Farm, a Bronze Age settlement; and Horsey Hill Civil Fort, a Scheduled Monument ● Minerals must be transported to the brickworks by conveyor to minimise impact on A605.

Permission for mineral extraction will only be granted:

(a) on MAAs or Mineral Development Areas (MDAs) as identified on the Policies Map for that purpose; or

(b) in other areas provided the proposal meets all of the following:

(i) it does not conflict with the strategy for minerals as set out in this Plan;

(ii) with the exception of specialist minerals, it is required to maintain a steady and adequate supply of mineral in accordance with the above provision rates and/or the maintenance of a landbank;

(iii) it is required to meet a proven need with particular specifications that cannot reasonably or would not otherwise be met from permitted or allocated reserves; and

(iv) it will maximise the recovery of the identified reserve.

†All reserve figures are in million tonnes (Mt), are estimated and cover the plan period only. Actual reserves may extend beyond the plan period (see Appendix 1: Site Profiles).

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Waste Management Needs

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

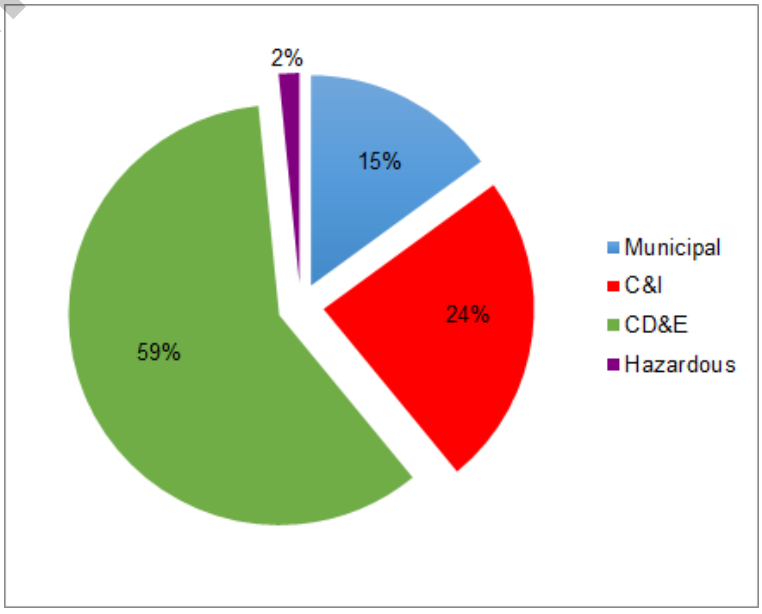
Waste Arising in Cambridgeshire and Peterborough

3.29 It is estimated that in 2017, waste arisings within the plan area totalled around 2.782 million tonnes per annum (Mtpa) of various types of waste including municipal, commercial & industrial (C&I), construction, demolition & excavation (CD&E) and hazardous wastes (see Figure 2 below). The majority of this waste was recycled or otherwise recovered, with disposal to landfill (non-hazardous and inert) accounting for around a third.

3.30 Of the total arisings, around half a million tonnes was exported to other authorities for management with less than a tenth disposed of to landfill (non-hazardous[9] and inert). Waste forecasts indicate that waste arisings from within the plan area could increase to 3.163Mtpa by the end of the plan period (2036). Low-level radioactive waste (LLW) from the nuclear industry is not produced within the plan area. However, a very small amount of LLW is produced from the non-nuclear industry.

3.31 Waste is also imported into the plan area from other Waste Planning Authority (WPA) areas. In 2017 imports significantly outweighed exports (almost fourfold), with over half of waste imported from other WPAs disposed of in landfill (non-hazardous[10] and inert). This indicates that overall the plan area is a net importer of waste. It also demonstrates that landfill void space within the plan area historically has served a wider area and has therefore been subject to external pressures.

Figure 2: Waste arisings for the plan area (2017)



3.32 Waste movements occur as a result of commercial, contractual and operational arrangements as well as geographical convenience. There is a national policy direction for WPAs to increase their waste management capacity to the extent of meeting the needs of their own area (i.e. moving towards net self-sufficiency). As such cross-border movements should reduce in the future although some movements will still occur. This is because it is not possible for all waste to be managed within the boundary of the WPA from which it arises due to economies of scale and operational requirements. Nevertheless,

[9] Includes stable non-reactive hazardous waste (SNRHW)
[10] Includes SNRHW

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overall, the amount of net waste dealt with within a WPA area should be broadly equal to the amount of waste that area produces.

3.33 Accordingly, areas which presently have a net export of waste have, or are, moving to a position whereby they deal with more of their own waste. Likewise, areas that historically and presently have a net import of waste (such as the Cambridgeshire-Peterborough plan area) should see such net import significantly reduced. In providing for waste management facilities the intention, therefore, is for this Local Plan to determine the likely waste arising that will occur, and set out the identified needs of the plan area as a whole in relation to waste management capacity, in order to achieve net self-sufficiency, and at the same time drive waste up the waste hierarchy.

3.34 There is, however, one exception to the above net self-sufficiency 'rule'. National policy requires the Plan to consider the need for additional waste management capacity of more than local significance. The adopted London Plan identifies household and commercial & industrial waste to be exported, and the East of England is specifically listed as the main destination for this waste, partly owing to its proximity. Whilst some of London's waste is received at waste treatment facilities within the plan area, at present the majority is disposed to non-hazardous (including SNRHW) landfill which is the matter with which the Plan is most concerned given the limited void space and pressures on such capacity.

3.35 The adopted London Plan sees household and C&I waste exports to the East of England gradually reducing from current rates (estimated at 3.449Mt in 2015) and ceasing completely in 2026[11]. In 2015 0.079Mt of household and C&I waste was received from London WPAs at non-hazardous (including SNRHW) landfill sites within the plan area. Although London is moving towards net self-sufficiency in this respect, the intent of the adopted London Plan still needs to be taken into account. Therefore some provision for the landfill of some of London's household and C&I waste is made in the early part of the plan period of this Local Plan (albeit in reality this may be waste which is displaced from other WPAs in the East of England region which are closer to London, with such counties being the likely actual destination for London's residual waste). Our Waste Needs Assessment (WNA) has factored in an appropriate amount of London's non-apportioned household and C&I waste continuing to be imported into the plan area, and consequently has been factored into our calculations to determine the 'capacity gap' for each waste stream.

Waste Management Capacity

3.36 The plan area benefits from an existing network of waste management facilities, with this management capacity[12] significantly contributing towards the identified future need. The difference between the existing capacity (including permitted sites yet to become operational) and identified need is referred to as the capacity gap, or future need. Overall, the plan area is quite well placed in terms of moving towards achieving net self-sufficiency. Our evidence indicates that there is the potential need for hazardous recycling (recovery) and hazardous disposal capacity (see the WNA, June 2019), however these wastes tend to be generated in

[11] Referred to as London's non-apportioned household and C&I waste

[12] Existing management capacity has been determined through the WNA (June 2019) and only captures capacity of sites that have an extant planning permission. This includes capacity of recently permitted sites that are not yet implemented and/or operational (capacity for such sites has been incorporated over the plan period as per the information provided in the relevant application).

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lower quantities and are managed at a wider scale to account for economies of scale and operational requirements.

3.37 The existing non-hazardous (including SNRHW) landfill void space is sufficient to accommodate the plan area's disposal needs over the plan period with a small surplus potentially to accommodate some of London's non-apportioned household and C&I waste. Although disposal is the least desirable option there is likely to be an ongoing need for such facilities (e.g. disposal of residues from treatment processes that cannot otherwise be recovered) and so it is one that must be provided for, either within the plan area or at a wider scale. Close monitoring of this situation will be key in determining timing and quantum of future need.

3.38 There is sufficient inert landfill and recovery void space to accommodate most of the plan area's needs over the plan period. In addition, some committed and allocated mineral extraction sites are almost certain to require inert fill to achieve restoration outcomes and so such mineral sites will create more inert landfill/recovery void space. As such no additional inert landfill or recovery void space is needed over the plan period (except that needed in associated with restoration of permitted mineral extraction sites).

3.39 Given that the indicative future waste management needs of the plan area (to achieve net self-sufficiency) are comparatively low and relate to hazardous wastes, which are generally produced in lower quantities and managed at a wider scale, no site specific allocations for new waste management facilities have been identified in this Local Plan. However, the Plan's indicative capacity needs do not form a ceiling; where justified and appropriate it may be possible for additional capacity to be approved for a range of waste management methods where this will drive waste up the waste management hierarchy.

3.40 It is also important for the Plan to drive the development of a network of facilities with the aim of communities and businesses being more engaged with, and taking more responsibility for, their own waste. Government policy focuses the proximity principle more towards the disposal of waste and recovery of mixed municipal waste. For these, and other waste types, the intention is for the Plan to include the preference for waste development to support sustainable waste management principles, including the proximity principle. This also links through to supporting sustainable transport movements.

3.41 The Waste Needs Assessment (WNA) June 2019 details the current estimated waste arisings, waste forecasts, existing capacity and other information from which the indicative capacity needs over the plan period were determined.

Policy 3: Waste Management Needs

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

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

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			Indicative total waste management capacity needs				
			2017	2021	2026	2031	2036
Waste management – Recovery, Treatment and Recycling (Mtpa)							
Preparing for re-use and recycling	Materials recycling (Mixed - Municipal, C&I)	Forecast arisings	0.662	0.696	0.754	0.806	0.852
		Existing capacity	0.746	0.734	0.892	0.892	0.892
		Capacity gap	+0.084	+0.038	+0.138	+0.086	+0.040
	Composting (Mixed - Municipal, C&I)	Forecast arisings	0.199	0.207	0.225	0.240	0.249
		Existing capacity	0.324	0.373	0.373	0.373	0.373
		Capacity gap	+0.125	+0.166	+0.148	+0.133	+0.124
	Inert recycling (CD&E)	Forecast arisings	0.087	0.066	0.067	0.068	0.068
		Existing capacity	0.184	0.625	0.600	0.600	0.600
		Capacity gap	+0.097	+0.560	+0.533	+0.532	+0.532
Other recovery	Treatment and energy recovery processes (Mixed - Municipal, C&I)	Forecast arisings	0.160	0.226	0.314	0.393	0.416
		Existing capacity	0.327	0.384	0.912	0.912	0.912
		Capacity gap	+0.166	+0.158	+0.598	+0.518	+0.495
	Energy recovery (CD&E wood waste)	Forecast arisings	0.001	0.002	0.002	0.002	0.002
		Existing capacity	0	0	0.048	0.048	0.048
		Capacity gap	-0.001	-0.002	+0.046	+0.046	+0.046
	Soil treatment (CD&E)	Forecast arisings	0.112	0.095	0.097	0.099	0.099
		Existing capacity	0.278	0.315	0.315	0.315	0.315
		Capacity gap	+0.166	+0.220	+0.217	+0.216	+0.216

			Indicative total waste management capacity 2016-2036		
			Total need	Estimated void space	Balance
Waste management – Deposit to land and Disposal (Mt)					
Other recovery	CD&E	Inert recovery*	16.063	13.954	-2.109
Disposal	CD&E	Inert landfill*	3.856	1.932	-1.924
	Mixed - Municipal, C&I	Non-hazardous landfill (including SNRHW)	11.187	12.466	+1.278
		Non-hazardous landfill	*10.817*	*8.525*	*-2.291*
		Non-hazardous (SNRHW) landfill	*0.371*	*3.940*	*+3.569*

*Inert recovery and landfill have a total indicative need of 19.919Mt over the plan period, with an estimated remaining void space of 15.886Mt (around 90% of which is associated with the restoration of mineral extraction

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sites), leaving a deficit of 4.033Mt. This deficit is able to be accommodated however through void space created from mineral extraction operations that are or will be permitted over the plan period.

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

Providing for Waste Management

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

3.43 In developing the policy criteria, the Councils consider it appropriate to direct most waste management facilities to the main settlements that exist in the plan area, these being the areas which generate the greater proportion of waste arising, as well as having the better infrastructure (e.g. main highways) to accommodate proposals. The Councils also believe it is appropriate to identify existing and allocated employment land as a suitable location for many types of future waste management development, recognising that waste management development is now often located in buildings and can be indistinguishable from other industrial uses which operate alongside it.

3.44 However, there is no guarantee waste management facilities will come forward on employment land because of viability or other locationally specific reasons, or due to a lack of available land. Accordingly, other locations could be considered, via the criteria based policy below.

3.45 Like the previous Plan, this Local Plan also seeks to embed waste management facilities in new settlements. This could be temporary demolition and construction recycling facilities on a site during the construction phases, to permanent waste management facilities located within new communities.

3.46 The policy below does not make specific reference for applicants to potentially enter into binding restrictions on catchment areas, including tonnages and/or waste types. However, such restrictions might be necessary in order to limit excess waste entering the area and to make acceptable an otherwise unacceptable development.

3.47 As well as being a strategic policy for waste management, the policy below also sets out specific policy for specialist types of waste management. Appendix 3: The Location and Design of Waste Management Facilities also provides guidance on the location of waste management facilities, and should be used to inform the location of waste management facilities in the plan area.

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Policy 4: Providing for Waste Management

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

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

Unless otherwise supported by policy provision under one of the sub-headings in the second half of this Policy, new or extended waste management facilities should be located within the settlement boundary* of the existing or planned main urban areas of: Cambourne, Cambridge, Chatteris, Ely, Huntingdon, Littleport, March, Northstowe, Peterborough, Ramsey, Soham, St. Ives, St. Neots, Waterbeach New Town, Whittlesey or Wisbech.

Where the proposed use and operations are potentially suitable within an urban setting (with suitability predominantly determined by applying policies in the Development Plan), then proposals should first consider the use of either:

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

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

Waste Management Facilities - New Strategic Development Areas:
Waste management facilities in new strategic development areas (i.e. 1,500 homes or more, or 10ha or more for employment sites) will be supported where they are of a scale, use and accessibility to enable communities and businesses within that strategic development area to take some responsibility for their own waste.

Waste Management Facilities - Rural Areas:
Only waste management facilities which are located on a farm holding, and where the proposal is

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to facilitate agricultural waste recycling or recovery (the majority of which is generated by that farm holding) will, in principle, be supported. Outdoor composting proposals which require the importation of waste material will be determined in accordance with wider policies of the Development Plan.

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

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

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

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

(c) there are no MDAs or MAAs within the plan area which can accommodate the inert waste in a timely and sustainable manner; or
(d) there is clear and convincing evidence that the non-MDA/MAA site would be more suitable for receiving the inert waste; or
(e) landfill engineering is required for reasons of land stability.

Waste Management Facilities - Stable Non-Reactive Hazardous Waste (SNRHW) Disposal:
Where the need for additional capacity for the disposal of SNRHW is demonstrated such capacity will only be permitted at, or through an extension to, existing SNRHW and Non-Hazardous Waste disposal sites.

Waste Management Facilities - Hazardous Waste Treatment and Disposal:
Proposals for the disposal of hazardous waste will only be supported in exceptional circumstances, and where it is demonstrated that there is a clear need for such a facility to be located in the plan area. Proposals for hazardous waste treatment will be supported where there is a demonstrated need, and will be considered in the context of the Development Plan.

Waste Management Facilities - Landraising:

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Landraising will only be permitted in exceptional circumstances where there is a need for a waste disposal facility to accommodate waste arising that cannot be accommodated by any other means.

Waste Management Facilities - Water Recycling Centres:
Proposals for Water Recycling Centres will be considered under the provisions of Policy 11, rather than this Policy.

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

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4. Minerals Development Specific Policy

Mineral Safeguarding Areas (MSAs)

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

4.2 MSAs are identified on the Policies Map. They constitute the extent of known reserves plus a 250m buffer. During the preparation of this Plan, more detail was set out on their identification in a document entitled 'Methodology for Identifying MSAs (January 2019)'.

4.3 In applying the policy below, applicants and decision makers may also find useful the Minerals Safeguarding Practice Guidance (April 2019), produced by the Mineral Products Association and Planning Officers' Society.

Policy 5: Mineral Safeguarding Areas (MSAs)

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

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

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

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

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

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

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

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

4.5 Please note that Policy 16: Consultation Areas (CAs) covers proposals which fall within 250m of a MDA or MAA. The following policy focuses on the development of MDAs and MAAs themselves.

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

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

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Borrowpits

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

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

Policy 7: Borrowpits

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

(a) there is a demonstrated need for the mineral to be extracted from the borrowpit;
(b) it will serve a named project only, and it is well related geographically* to that project;

(c) the site will be restored in accordance with Policy 19: Restoration and Aftercare and within the same timescale as the project to which it relates;
(d) material will not be imported to the borrowpit other than from the project itself, unless such material is required to achieve beneficial restoration; and
(e) the quantity of material and timescale for extraction from the borrowpit will not significantly harm existing operational quarries and local markets.

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

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

Recycled and Secondary Aggregates, and Concrete Batching

4.8 The processing of secondary and recycled aggregates (including inert recycling) represents a potentially major source of materials for construction, helping to conserve primary materials and minimising waste (recognising the fact that minerals are a finite resource). Sites for the handling, storage and processing of recycled and secondary aggregates (including recycled inert waste) are therefore required to ensure provision of 'alternative materials'.

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

Policy 8: Recycled and Secondary Aggregates, and Concrete Batching

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

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

(a) on operational, committed and allocated mineral sites (for the duration of the working life of the mineral site only, and where this is compatible with an agreed restoration scheme);
(b) on strategic development sites, such as major urban extensions and new settlements (throughout the construction phase); or

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(c) on appropriate waste management sites, designated employment land and existing/disused railheads and wharves.

In addition to the above support in principle, all development sites of 100 homes or more, or 5ha or more for employment sites, should include temporary inert and construction waste recycling facilities on site throughout all phases of construction, unless there is clear and convincing justification why this would be inappropriate or impractical.

Reservoirs and Other Incidental Mineral Extraction

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

4.11 It should be noted that Government is likely to introduce a National Policy Statement (NPS) for Water Resources Infrastructure, including amending the definitions of nationally significant water resources infrastructure set out in the Planning Act to which the NPS will apply. Consequently, larger reservoirs may well be dealt with through the planning system in a different way to smaller reservoirs.

Policy 9: Reservoirs and Other Incidental Mineral Extraction

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

(a) there is a proven need* and demonstrable sustainability benefits† for the proposal, or the proposal is identified in a water company's water resource management plan;
(b) any mineral extracted will be used in a sustainable manner;
(c) where the proposal relates to a reservoir, it has considered wider implications than just the operational needs of the future reservoir, such as whether viable mineral might be sterilised, the loss of productive land, and any dewatering implications during the construction phase. To address some of these implications it may be necessary to minimise the surface area by maximising the depth;
(d) the minimum amount of mineral to be extracted is consistent with the purpose of the development; and
(e) the phasing and duration of development adequately reflects the importance of the early delivery of water resources or other approved development.

*'proven need' would have to demonstrate that the proposal was in the public interest to proceed.

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

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5. Waste Management Specific Policies

Waste Management Areas (WMAs)

5.1 Waste Management Areas (WMAs) are specific sites identified on the Policies Map for waste management facilities and consist of existing operational sites (which make a significant contribution to managing any waste stream) and committed sites (i.e. sites with planning permission but which are not yet operational). Policy 3: Waste Management Needs sets the policy framework for WMAs.

5.2 This Plan does not allocate any sites for future waste management development. An up-to-date Waste Needs Assessment prepared alongside this Plan did not identify any capacity gaps which justify the allocation of sites. Proposals for any future waste management development can be dealt with through Policy 4: Providing for Waste Management and other policies in this document. For the avoidance of doubt, criterion (b) below includes Neighbourhood Plans.

5.3 Please note that Policy 16: Consultation Areas (CAs) covers proposals which fall within 250m of a WMA. The following policy focuses on the development of WMAs themselves.

Policy 10: Waste Management Areas (WMAs)

Waste Management Areas (WMAs) are defined on the Policies Map. Within a WMA, development will not be permitted other than:

(a) that which meets Policy 4: Providing for Waste Management; or
(b) proposals which are compatible for that specific site as identified in the Development Plan for the area; or
(c) proposals which demonstrate clear wider regeneration benefits which outweigh the harm of discontinued operation of the site as a WMA, together with a demonstration to the Waste Planning Authority as to how the existing (or recent) waste stream managed at the site will be (or already is being) accommodated elsewhere.

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Water Recycling Areas (WRAs)

5.4 It is essential that adequate sewage and wastewater infrastructure is in place prior to the start of development taking place in order to avoid unacceptable impacts on the environment, such as sewage flooding residential or commercial properties, or the pollution of land and watercourses. It is also important that the operation of existing facilities can, as appropriate, be maintained, improved, extended and/or relocated. Whilst a wide range of plans, programmes and studies (such as Water Cycle Studies) are necessary to fully understand and achieve these requirements, this Local Plan can play an important part. As such, all existing and planned Water Recycling Centres (WRCs) are identified on the Policies Map as Water Recycling Areas (WRAs).

5.5 Please note that Policy 16: Consultation Areas (CAs) covers proposals which fall within 400m of a WRA. The following policy focuses on the development of WRCs themselves.

Policy 11: Water Recycling Areas (WRAs)

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

Proposals for new water recycling capacity or proposals required for operational efficiency, whether on WRAs or elsewhere (with such proposals including the improvement or extension to existing WRCs, relocation of WRCs, provision of supporting infrastructure (including renewable energy) or the co-location of WRCs with other waste management facilities) will be supported in principle, particularly where it is required to meet wider growth proposals identified in the Development Plan. Proposals for such development must demonstrate that:

(a) there is a suitable water course to accept discharged treated water and there would be no unacceptable increase in the risk of flooding to others;
(b) there is a ready access to the sewer infrastructure or area to be served;
(c) if a new site, or an extension to an existing site, is less than 400 metres from existing buildings normally occupied by people, an odour assessment demonstrating that the proposal is acceptable will be required, together with appropriate mitigation measures;
(d) if a new site, or an extension to an existing site, it has avoided land within flood zone 3 unless there is a clear and convincing justification not to do so, and the proposal is supported by thorough evidence of need, options and risk management; and
(e) adequate mitigation measures will address any unacceptable adverse environmental and amenity issues raised by the proposal, which may include the enclosure of odorous processes.

Radioactive and Nuclear Waste

5.6 The relatively soft, sedimentary nature of the geology of the plan area is not considered suitable to allow the construction of appropriate structures for the long term storage and disposal of intermediate and higher activity radioactive wastes.

5.7 Controlled disposal of low level radioactive waste takes place at authorised landfill sites where limitations are placed on the type of container, the maximum activity per waste container, and the depth of burial below earth or ordinary waste. Limited disposal also takes place at Addenbrookes Hospital via incineration.

Policy 12: Radioactive and Nuclear Waste

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

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Where there is a demonstrated need for low level radioactive waste management facilities, such proposals will be considered on their merits, including demonstration that it represents the most appropriate management option.

Landfill Mining and Reclamation

5.8 The interest in landfill mining, as a concept, is growing across Europe, in recognition of the around 500,000 landfill sites in existence (20,000 in the UK), and the potential for valuable resources (especially metals and plastics) which can be found in them. Landfill mining and reclamation may also be for other reasons, such as addressing an existing problem or to facilitate some other form of development upon or near that site.

5.9 In respect of commercial based proposals, the practical benefits and potential harm which can arise from landfill mining are at their infancy of research, and there is no national policy which supports such mining as a matter of principle. In particular, excavating a landfill site close to residential properties is unlikely to be acceptable owing to amenity issues. At the present time at least, therefore, the Councils only offer cautious support for commercial based landfill mining in the plan area.

Policy 13: Landfill Mining and Reclamation

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

(a) without the excavation of waste, the site is posing an unacceptable risk to human health, safety or to the environment; or
(b) removal is required to facilitate other development, provided such other development is in the public interest and the removal would not significantly adversely harm the amenities, temporarily or permanently, of nearby residents or other neighbours; or
(c) a viable waste resource exists, and that the mining and processing of such landfilled material would result in significant environmental gains.

Irrespective of the motives for the mining, it must be demonstrated that any waste can be handled without posing additional risk to human health, safety or to the environment.

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Waste Management Needs arising from Residential and Commercial Development

5.10 The Councils will endeavour to ensure that the implications for waste management arising directly from non minerals and waste management development are adequately and appropriately addressed.

5.11 This approach has been taken forward through the Cambridgeshire and Peterborough Waste Partnership (RECAP), and has, since 2012, been assisted by a RECAP Waste Management Design Guide Supplementary Planning Document (SPD). This SPD sets out practical

information on the provision of waste storage, waste collection and recycling in residential and commercial developments. It also includes a Toolkit which developers of such proposals are required to complete and submit as part of their planning application. The SPD will be periodically updated. For proposals in the Peterborough area, the Peterborough Local Plan (July 2019) provides the relevant policy requirements, and as such the following policy does not apply in the Peterborough area.

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

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

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

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6. Policies for Minerals and Waste Management Proposals

Transport Infrastructure Areas (TIAs)

6.1 Certain types of transport infrastructure are essential in order to help facilitate more sustainable transportation of minerals and waste. Those of significance are identified on the Policies Map as Transport Infrastructure Areas (TIAs) and are defined for both existing and planned areas. These areas may include railheads, wharves and ancillary facilities such as the following.

- Barrington Cement Works Railhead, Barrington
- Bourges Boulevard Rail Sidings, Peterborough
- Cambridge Northern Fringe Aggregates Railheads, Cambridge
- European Metal Recycling, Snailwell
- Queen Adelaide Railhead, Ely
- Whitemoor, March
- Wisbech Port, Wisbech

6.2 Please also see Policy 23: Traffic, Highways and Rights of Way for wider transport and highway related policy requirements relating to matters such as traffic, highways, Heavy Commercial Vehicles (HCVs) and Public Rights of Way.

6.3 Please note that Policy 16: Consultation Areas (CAs) covers proposals which fall within 250m of a TIA. The following policy focuses on the development of TIAs themselves.

Policy 15: Transport Infrastructure Areas (TIAs)

Transport Infrastructure Areas (TIAs) are identified on the Policies Map. Development which would result in the loss of or reduced capacity of such infrastructure will not be permitted unless it can be demonstrated that either:

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

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

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Consultation Areas (CAs)

6.4 Consultation Areas (CAs) are buffers around Mineral Allocation Areas (MAAs), Mineral Development Areas (MDAs), Waste Management Areas (WMAs), Transport Infrastructure Areas (TIAs) and Water Recycling Areas (WRAs).

6.5 They are designated to ensure that such sites are protected from development that would prejudice operations within the area for which the buffer is identified, or to protect development that would be adversely affected by such operations (for example residential development being located close to a waste site and subsequently suffering amenity issues).

6.6 Buffers are typically 250m around the edge of a site (400m in the case of WRAs). In defining CAs, each site is considered individually, and if circumstances have suggested the typical buffer from the edge of any site should be varied (e.g. due to mitigation proposals) then this has been taken into account.

6.7 CAs are designed to alert prospective developers and decision takers to development (existing or future) within the CA to ensure adjacent new development constitutes an appropriate neighbouring use and that any such permitted development reflects the agent of change principle. New neighbouring development can impact on certain mineral and waste management development and associated infrastructure, making it problematical for them to continue to deliver their important function. In line with the agent of change principle any costs for mitigating impacts on or from the existing minerals and/or waste-related uses will be required to be met by the developer.

Policy 16: Consultation Areas (CAs)

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

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

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

(c) not prejudice the existing or future use of the area (i.e. the MAA, MDA, WMA, TIA or WRA) for which the CA has been designated; and
(d) not result in unacceptable amenity issues or adverse impacts to human health for the occupiers or users of such new development, due to the ongoing or future use of the area for which the CA has been designated*.

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

(e) be buildings regularly occupied by people; or

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(f) be land which is set aside for regular community use (such as open space facilities designed to attract recreational users, but excluding, for example, habitat creation which is not designed to attract recreational users).

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

*Where development is proposed within a CA which is associated with a WRA, the application must be accompanied by a satisfactory odour assessment report. The assessment must consider existing odour emissions of the WRC at different times of the year and in a range of different weather conditions.

Design

6.8 The following policy is primarily associated with waste management facilities, because such facilities normally include an element of permanent new build development, but could also apply to mineral proposals. Such development must be of a high quality design.

6.9 Appendix 3: The Location and Design of Waste Management Facilities provides specific guidance on the design of waste management facilities, and should be used to inform the design of waste management facilities in the plan area.

Policy 17: Design

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

New mineral and waste management development must:

(a) make efficient use of land and buildings, through the design, layout and orientation of buildings on site and through prioritising the use of previously developed land;
(b) be durable, flexible and adaptable over its planned lifespan, taking into account potential future social, economic, technological and environmental needs through the structure, layout and design of buildings and places;
(c) provide a high standard of amenity for users of new buildings and maintain or enhance the existing amenity of neighbours;
(d) be designed to reduce crime, minimise fire risk, create safe environments, and provide satisfactory access for emergency vehicles;
(e) create visual richness through building type, height, layout, scale, form, density, massing, materials and colour and through landscape design;

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(f) retain or enhance important features and assets (including trees and hedgerows) within the landscape, treescape or townscape and conserve or create key views; and
(g) provide a landscape enhancement scheme which takes account of any relevant landscape character assessments (including any historic landscape assessment) and which demonstrates that the development can be assimilated into its surroundings and local landscape character;

and, where appropriate for the development:

(h) provide well designed boundary treatments (including security features) that reflect the function and character of the development and are well integrated into its surroundings; and
(i) provide attractive, accessible and integrated vehicle and cycle parking which also satisfies the parking standards of the Development Plan for the area, and incorporates facilities for electric plug-in and other ultra-low emission vehicles.

For waste management proposals, detailed design guidance can be found in Appendix 3: The Location and Design of Waste Management Facilities. This guidance provides a framework for creating distinctive places, with a consistent and high quality standard of design. Whilst the guidance provides a degree of flexibility, it will be used to assist in determining whether a proposal is consistent with the approach set out in this policy.

Amenity Considerations

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

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

Policy 18: Amenity Considerations

Proposals must ensure that the development proposed can be integrated effectively with existing or planned (i.e. Development Plan allocations or consented schemes) neighbouring development. New development must not result in unacceptable adverse impacts on the amenity of existing occupiers of any land or property, including:

(a) risk of harm to human health or safety;
(b) privacy for the occupiers of any nearby property;
(c) noise and/or vibration levels resulting in disturbance;
(d) unacceptably over bearing;
(e) loss of light to and/or overshadowing of any nearby property;
(f) air quality from odour, fumes, dust, smoke or other sources;
(g) light pollution from artificial light or glare;

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(h) increase in litter; and
(i) increase in flies, vermin and birds.

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

Restoration and Aftercare

6.12 Most mineral development is of a temporary nature, as is some waste development, notably that related to landfill. Development that is temporary in nature (other than temporary use of a permanent building) should always have an approved scheme for restoration and an end date by which this will have been implemented.

6.13 Achieving the satisfactory restoration of mineral sites and former waste management sites is of paramount importance. Restoration of mineral and waste sites must be done progressively, with sections of the site worked and then restored at the earliest opportunity. It is acknowledged however that the particular after-use of a site should be a matter for discussion on a case by case basis, as should the aftercare arrangements (with such aftercare potentially extending to 10 years or more).

Policy 19: Restoration and Aftercare

All mineral extraction related proposals, and all waste management proposals which are likely to be temporary in nature, must be accompanied by a restoration and aftercare scheme proposal, secured if necessary by a legal agreement.

Such a proposal must, where appropriate:

(a) set out a phasing schedule so as to restore available parts of the site to a beneficial afteruse as soon as is reasonably practicable to do so, and to restore the whole of the site within an agreed timeframe. Only in exceptional circumstances, such as where the afteruse is a reservoir or on very small sites where phasing is not practical, will a non-phased scheme be approved;
(b) reflect strategic and local objectives for countryside enhancement and green infrastructure, including those set out in relevant Local Plans and Green Infrastructure Strategies, in the Local Nature Partnerships vision and strategic proposals, as well as any applicable wider Development Plan objectives;
(c) contribute, if feasible, to identified flood risk management and water storage needs (including helping to reduce the risk of flooding elsewhere) or water supply objectives and incorporate these within the restoration scheme;
(d) demonstrate net biodiversity gain through the promotion, preservation, restoration and recreation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets;

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(e) protect geodiversity and improve educational opportunities by incorporating this element within the restoration scheme, by leaving important geological faces exposed and retaining access to them; and
(f) incorporate within the restoration scheme amenity uses, such as formal and informal sport, navigation, and recreation uses.

Where it is determined that restoring the land to agricultural use is the most suitable option (in whole or part), then the land must be restored to the same or better agricultural land quality as it was pre-development.

In the case of mineral workings, restoration schemes which will contribute to addressing or adapting to climate change will, in principle, be supported e.g. through flood water storage; through biodiversity proposals which create habitats that enhance ecological networks (and thus assist species to adapt to climate change); and/or through living carbon sinks.

Any site specific restoration and after-care requirements are set out in Policy 2: Providing for Mineral Extraction. Where there is a conflict between this policy and Policy 2, then the provisions of Policy 2 take precedence.

Biodiversity and Geodiversity

6.14 Cambridgeshire and Peterborough have a range of sites recognised for their environmental quality, a number of which have international status. It is considered appropriate to include a comprehensive policy within this Local Plan which reflects the Councils' approach to biodiversity and geodiversity. Through development management processes, management agreements and other positive initiatives, the Councils will, therefore:

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

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Policy 20: Biodiversity and Geodiversity

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

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

Development proposals that are likely to have an adverse effect, either alone or in-combination, on European designated sites must satisfy the requirements of The Conservation of Habitats and Species Regulations 2017 (as amended), including determining site specific impacts and avoiding or mitigating against impacts where identified.

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

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

Habitats and Species of Local and Principal Importance
Where adverse impacts are likely on the protection and recovery of priority species and habitats, development will only be permitted where the need for and benefits of the development clearly outweigh these impacts. Where adverse impacts are likely on other locally important habitats and species as identified by the Cambridgeshire and Peterborough Biodiversity Partnership, the benefits of development must outweigh these impacts. In both cases, appropriate mitigation and/or compensatory measures will be required.

Biodiversity and Geodiversity in Development
All development proposals must:

(d) conserve and enhance the network of geodiversity, habitats, species and sites (both statutory and non-statutory) of international, national and local importance commensurate with their status and give appropriate weight to their importance;
(e) avoid negative impacts on biodiversity and geodiversity;
(f) deliver a measurable net gain in biodiversity, proportionate to the scale of development proposed, by creating, restoring and enhancing habitats and enhancing them for the benefit of species;

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(g) where viable opportunities arise, contribute to the delivery of the Local Nature Partnership vision to 'double land for nature';
(h) where necessary, protect and enhance the aquatic environment within, adjoining or functionally linked to the site, including water quality and habitat. Where appropriate, proposals should identify Water Framework Directive (WFD) (or equivalent, if superseded) waterbodies in the vicinity of the proposal, and set out how WFD status will be protected and, if opportunities arise, improved, with any mitigation proposed being suitable and appropriate to the water body affected. For riverside development, proposals should consider options for riverbank naturalisation. In all cases regard should be had to the Cambridgeshire Flood and Water SPD or Peterborough Flood and Water SPD (or their successors); and
(i) for mineral extraction proposals, enable periodic temporary access in order to record, sample and document the geodiversity.

Unless national policy or legislation provides an alternative but similar mechanism, mineral and waste management proposals must (unless a decision taker would clearly not benefit from it) be accompanied by a completed biodiversity checklist (see respective planning authority website for details) and must identify features of value on and adjoining the site and to provide an audit of losses and gains in existing and proposed habitat. Where there is the potential for the presence of protected species and/or habitats, a relevant ecological survey(s) must be undertaken by a suitably qualified ecologist. The development proposals must be informed by the results of both the checklist and survey.

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

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The Historic Environment

6.15 The Mineral and Waste Planning Authorities recognise that the historic environment plays an important role in the quality of life experienced by local communities and the proposed approach is to protect, conserve and seek opportunities to enhance the local area's rich and diverse heritage assets and their settings, for the enjoyment of current and future generations.

6.16 Nationally designated heritage assets within the plan area include Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks and Gardens. The designation of heritage assets has largely focused on more tangible or visible interest, and as such, there are many areas of archaeological interest which are of national importance that are not scheduled. Designated sites receive statutory protection under heritage protection legislation. However, others that are considered locally significant (such as ridge and furrow) or, that may not yet be identified (such as in the case of archaeological interests), do not. Such assets may present an important resource in terms of place-making and developing an understanding of our history, which if not addressed early may be lost.

6.17 It is acknowledged that both minerals and waste development has the potential to affect different types of heritage assets and their setting. However, minerals development, more so than waste, is generally an intensive activity in relation to potential impacts on the historic environment owing to its extractive nature. As such, any necessary Heritage Statement should also consider potential for archaeology at depth. To do so a geoarchaeological deposit model looking at the characteristics, dates and distribution of deposits and natural landforms across the site and their likely potential for archaeology of all periods, may be required.

6.18 In addition to helping assess Palaeolithic potential, a deposit model would also pick up features such as palaeochannels, islands and extensive peat deposits, of potential for prehistoric and later periods. It might be based on existing Geotechnical site investigation information and/or involve the drilling of purposive boreholes, test pits and deep-penetration geophysics transects (ERT and EMI). Lidar information could also be useful. Also, the assessment might need to consider dewatering impacts and changes in water flow patterns. Where, for example, the minerals extraction sites lie on floodplains buried archaeological remains are likely to be waterlogged. Therefore the likely impact of the minerals extraction on the water table and water flow patterns both during extraction and following reinstatement should be investigated in tandem with the assessment and evaluation of archaeological potential. There may be impacts on the archaeology of areas downstream of the extraction site and on any archaeology 'preserved in situ' remaining in unquarried areas within the site itself.

6.19 For all the above reasons, it is important that appropriate information and evidence is available to inform the decision making process, ensuring that the potential impact of the proposal on the historic environment and the significance of heritage assets (including non-designated assets) and their setting is understood. In the case of archaeology, such interests are often not identified until the process of assessment or evaluation has begun. Where there is thought to be a risk of such interests being present a phased approach for assessing the significance of heritage assets involving desk-based assessments, non-intrusive surveys and field evaluations may be required.

Policy 21: The Historic Environment

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

As such, all mineral and waste management proposals will be subject to the policy requirements set out in the NPPF, including striking an appropriate balance between harm and public benefit, but, as a first principle, development should avoid harm on the historic environment.

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

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(a) describe and assess the significance of the asset and/or its setting to determine its architectural, historic, artistic or archaeological interest;
(b) identify the impact of the development on the special character of the asset (including any cumulative impacts); and
(c) provide clear and convincing justification for any harm to, or loss of, the significance of a heritage asset (from its alteration or destruction, or from development within its setting).

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

Where appropriate, and particularly for minerals development proposals, the Heritage Statement must also consider:

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

Water Resources

6.20 Cambridgeshire and Peterborough are identified as being within an area of serious water stress. Adopted and emerging District Local Plans are all introducing the optional water efficiency standard for new homes, reflecting such evidence. Increasing demands for water arising from growth, and potential impacts from, in particular, mineral workings could serve to have a detrimental impact upon the quantity or quality of surface or groundwater resources. That said, mineral development (normally in the form of the restoration scheme) can also have a net benefit on the water environment, through, for example, flood alleviation and winter water storage. It should be noted that any dewatering proposals which result in the abstraction of groundwater at a rate greater than 20 cubic metres per day, will need to obtain the relevant permit from the Environment Agency.

6.21 Please note that the Cambridgeshire Flood and Water SPD referred to in the policy below was not formally adopted by the County Council but rather by each individual District Council within Cambridgeshire. The County Council has, however, endorsed its contents.

Policy 22: Water Resources

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

(a) the quantity and quality of surface or groundwater resources;

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

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

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

Traffic, Highways and Rights of Way

6.22 Cambridgeshire and Peterborough's road network is heavily used, with a high proportion of Heavy Commercial Vehicles (HCVs) (i.e. heavy goods vehicles, plus a wide range of farm related vehicles which use the road network). Mineral and waste management operations can add significantly to this congested network, and primarily means even further increase in HCV usage.

6.23 Much of the road network is historic, and often goes through the middle of settlements, which themselves are ill designed to cope with the volume and type of traffic, especially HCVs. Cambridgeshire County Council has adopted a HCV route map which can be found at cambridgeshire.gov.uk/freight-map.

6.24 Section 9 of the NPPF (2019) sets out detailed national policy on transport related matters, but further local policy is necessary.

6.25 In addition to the policy below, any site specific policies elsewhere in this Plan which set out specific Traffic, Highways and Rights of Way matters will need to be addressed for that particular site.

Policy 23: Traffic, Highways and Rights of Way

Mineral and waste management development will only be permitted if:

(a) appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, to the degree reasonably available given the type of development and its location. If, at the point of application, commercially available electric Heavy Commercial Vehicles (HCVs) are reasonably available, then development which would increase HCV movements should provide appropriate electric vehicle charging infrastructure for HCVs;
(b) safe and suitable access to the site can be achieved for all users of the subsequent development;
(c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree;

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(d) any associated increase in traffic or highway improvements would not cause unacceptable harm to the environment, road safety or residential amenity, and would not cause severe residual cumulative impacts on the road network; and
(e) binding agreements covering lorry routing arrangements and/or HCV signage for mineral and waste traffic are agreed, if any such agreements are necessary and reasonable to make a development acceptable.

Use of HCV Route Network
Where mineral and/or waste is to be taken on or off a site using the highway network, then all proposals must demonstrate how the latest identified HCV Route Network is, where reasonable and practical to do so, to be utilised. If necessary, arrangements ensuring that the use of the HCV Route Network takes place may need to be secured through an appropriate and enforceable agreement. Any non-allocated mineral and waste management facility in Cambridgeshire which would require significant use of the highway must be well related to the HCV Route Network.

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

Sustainable Use of Soils

6.26 Agricultural land is an important national resource, and together Cambridgeshire and Peterborough have a larger proportion of high quality agricultural land than any other area in England.

6.27 Much of that high quality agricultural land is peat based. In addition peat soils are an important asset for a number of other reasons:

- Climate change: the soils are formed by wetland vegetation and store millions of tonnes of carbon. Peat soils release previously stored carbon when they are dry. UK peats therefore represent both a threat and an opportunity with respect to greenhouse gas emissions. Correct management and restoration could lead to enhanced storage of carbon and other greenhouse gases in these soils, while mismanagement or neglect could lead to these carbon sinks becoming net sources of greenhouse gases.
- Biodiversity: peat soils support internationally important fen, fen meadow, wet woodland and lake habitats. These also support rare and important plant and invertebrate communities.
- Archaeology: owing to the soil conditions, there is great potential for archaeology to be well preserved, giving an insight into the past.
- Palaeoenvironments: peat has accumulated over time and thus incorporates a record of past climatic and environmental changes that can be reconstructed through, for example, the study of its stratigraphy and pollen content, leading to increased

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knowledge of the evolution of the landscape.

- Water: peat soils help prevent flooding by absorbing and holding water like a sponge as well as filtering and purifying water. Peat can absorb large quantities of nutrients and pollutants, although peat soils can under certain conditions release these chemicals back into the surrounding water.

6.28 This combination of benefits makes it important for a policy to be included in the Plan in respect of proposals on peat based soils.

6.29 Advice on the sustainable use and protection of peat soils, including the need for the evaluation, recording and interpretation of the peat soils and a soil management plan, should be sought from Natural England.

Policy 24: Sustainable Use of Soils

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

(a) it incorporates proposals for the sustainable use of soils (whether that be off-site or as part of an agreed restoration scheme); and
(b) (for non-allocated sites) there is a need for the development and an absence of suitable alternative sites using lower grade land has been demonstrated.

Peat soils in particular should be protected and preserved. Where development is proposed on land containing peat soils, the developer must submit a proportionate evaluation of the impact of the proposal on the peat soils and an appropriate soil management plan.

Development proposals that will result in unavoidable harm to, or loss of, peat soils will only be permitted if it is demonstrated that:

(c) there is not a less harmful viable option (this criterion does not apply to allocated mineral extraction sites);
(d) the amount of harm has been reduced to the minimum possible;
(e) if appropriate, satisfactory provision is made for the evaluation, recording and interpretation of the peat soils before commencement of development; and
(f) the peat soils will be temporarily stored and then used, in a way that will limit carbon loss to the atmosphere.

Proposals to enhance peat soils and protect its qualities will be supported.

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Aerodrome Safeguarding

6.30 For mineral and waste management developments located close to airports, aerodromes or their flight paths, one of the main hazards is bird strike. Other hazards could exist, such as chimney height from a waste management operation. The policy below, therefore, should be read broadly to cover any hazard that might arise.

6.31 Whilst it would be impossible for all proposals to demonstrate no increase in hazard to air traffic, the word significant in the policy should be interpreted carefully, and it may mean only a slight potential increase in the hazard would constitute a 'significant' occurrence, owing to the consequence of the hazard should it materialise.

Policy 25: Aerodrome Safeguarding

Mineral and waste management development within aerodrome safeguarding areas will only be permitted where it can be clearly demonstrated that the development would not constitute a significant hazard to air traffic. Where it cannot be demonstrated, or where the significance of any hazard is uncertain, the proposal will be refused.

Where bird strike is an identified potential hazard, then the preparation and implementation of an approved Bird Management Plan may be required.

Other Developments Requiring Importation of Materials

6.32 Some forms of development might not be primarily mineral and waste management related, but may result in the importation (i.e. from off-site) of minerals or inert waste as part of the proposals. As with all policies, it is important that the following policy is read in conjunction with other policies that will equally apply, such as policies on amenity and transport.

Policy 26: Other Developments Requiring Importation of Materials

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

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

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

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List of Acronyms

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

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Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036

Proposed Submission Draft

Appendix 1: Site Profiles

November 2019

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Contents

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Introduction

This appendix contains a site profile for each site allocated for mineral extraction in this Local Plan. These site profiles set out the presently known key sensitivities and implementation issues that the development management processes and the bringing forward of the allocations through the preparation of a planning application(s) is likely to need to address.

Information has largely been drawn from the site assessment process which was undertaken as part of the preparation of this Minerals and Waste Local Plan. Applicants should note that whilst these site profiles may be of assistance to demonstrate why a site has been allocated and what key issues might need addressing in planning applications, they should not be treated as an exhaustive list of issues, nor in any way interpreted to mean that issues not listed (including issues as raised in policies in this Plan) are not relevant to the specific site.

In addition, these site profiles are not a substitute for detailed pre-application advice, which should be sought from the applicable Mineral Planning Authority.

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Map Key


MAA – Mineral Allocation Area


MDA – Mineral Development Area


WMA – Waste Management Area


WRA – Water Recycling Area

CA – Consultation Area (WRA)

CA – Consultation Area (MAA, MDA, WMA, TIA)


MSA – Mineral Safeguarding Area (Brickclay)

MSA – Mineral Safeguarding Area (Chalk)

MSA – Mineral Safeguarding Area (Sand and Gravel)


Plan Area Boundary

The Proposed Submission Policies Map is available to view online at cambridgeshire.gov.uk/mwlp or peterborough.gov.uk/mwlp

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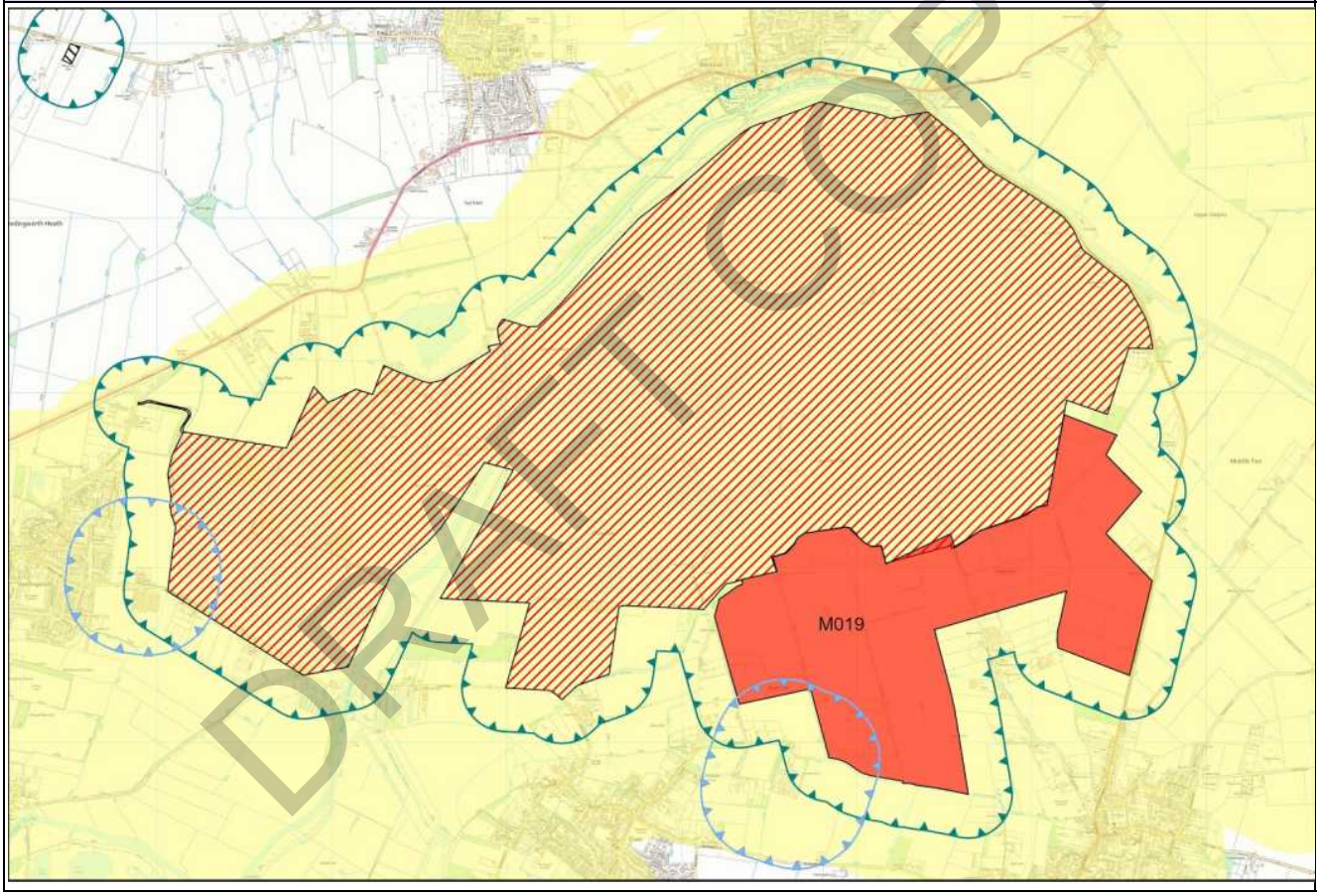
M019: Bare Fen & West Fen, Willingham / Over

Site Reference	M019
Proposed Use	Mineral Extraction: Sand and Gravel
Site Area (Ha)	240.5
Grid Ref	TL 394 717
Parish	Over and Willingham
Estimated Reserve (t)	3,000,000
Estimated Annual Output (tpa)	800,000
Estimated Start Date	2031
Current Use	Agriculture

Site Map



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Key Known Site Sensitivities

- Heritage assets include two scheduled monuments (barrows) to the west of the site, and a cluster of scheduled monuments to the north of the site. There are also three Conservation Areas nearby, and a number of listed buildings.
- Archaeologically sensitive and contains extensive crop marked site.
- Proximity to residential dwellings.
- Proximity to the Ouse Washes[1].

[1] Ramsar, SAC (Special Area of Conservation), SPA (Special Protection Area) and SSSI (Site of Special Scientific Interest)

- Records of protected species or suitable habitats identified on or near site.
- Small area of BMV Grade 3a at Bare Hill (located in the north western section of site).

Potential Implementation Issues (non-exhaustive)

Preferred Restoration

- Consideration should be given to incorporating enhanced public access.

Operation

- Amenity issues including noise or dust are likely to need to be addressed and stand-offs between the quarry area and residential dwellings may be required.

Biodiversity and Geodiversity

- Development should conserve and enhance the Ouse Washes and any protected species. An ecological evaluation assessing the potential effect of development and appropriate mitigation is likely to be required, and the development should incorporate recommended mitigation measures as appropriate.

Traffic and Highways

- A standoff from the B1050 may be required. It is likely that any proposals will need to consider the protection of a route for a future Willingham Bypass.

Archaeology and the Historic Environment

- The site is archaeologically sensitive. An archaeological evaluation should be undertaken to inform proposals and an appropriate mitigation strategy, which may include removing areas from development to physically preserve archaeological remains of particular significance in situ.
- Development must conserve and where appropriate enhance heritage assets and their settings

Flood & Water

- Proposals should address on and off site flood risk and effects on water levels in nearby designated environmental sites. It is likely that a Flood Risk Assessment and a Hydrological and Hydro-Geological Assessment will be required, which should consider all stages of excavation and restoration, flood risk, and surface water drainage matters.

Other Issues

- Rights of Way, including Bridleway 178/28 and Footpath 178/18, cross the site. Development may be required to provide diversions and compensation for existing Rights of Way which may be adversely affected.

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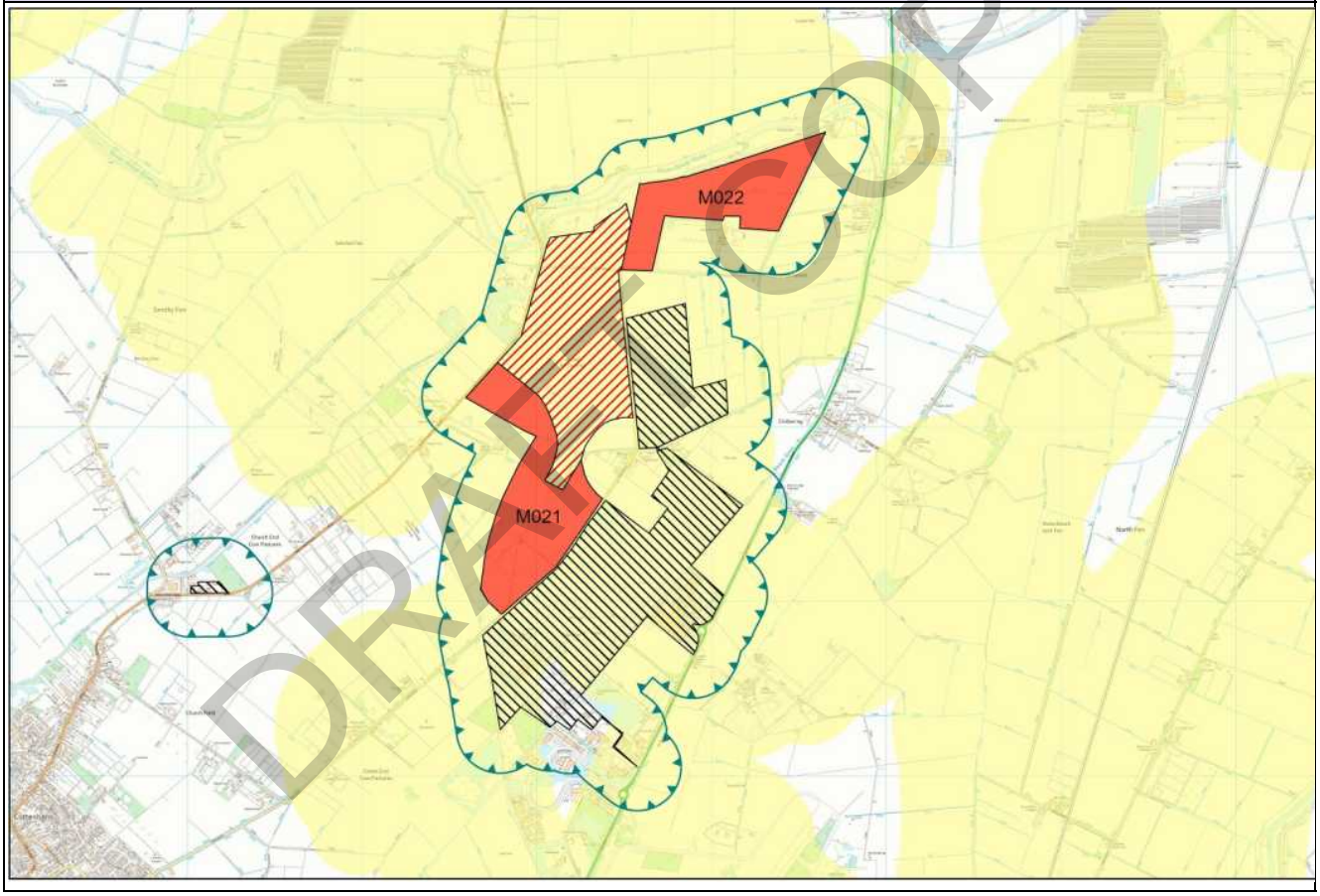
M021: Mitchell Hill Farm South, Cottenham

Site Reference	M021
Proposed Use	Mineral Extraction: Sand and Gravel
Site Area (Ha)	114
Grid Ref	TL 479 695
Parish	Cottenham
Estimated Reserve (t)	1,150,000 (140,000 in plan period)
Estimated Annual Output (tpa)	140,000
Estimated Start Date	2036
Current Use	Agriculture

Site Map



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Key Known Site Sensitivities

- Car Dyke (a Scheduled Monument) is approximately 150m from site, and Bullocks Haste Common, a Romano-British Settlement is proximate to the site.
- The area is archaeologically sensitive and contains extensive known archaeological remains.
- There is the potential for protected species or habitats of protected species recorded on or near site.
- River Great Ouse adjacent to north of site (county wildlife site).
- Site within SSSI Impact Risk Zones for any discharge of water or liquid waste of more than 20m3/day to ground (i.e. to seep away) or to surface water, such as a beck or stream.

- 58% of site within Flood Zone 2 (47% within Flood Zone 3).
- Sensitive receptors (residential dwellings) are close to the site.
- High grade agricultural land (Grade 2).
- Within Cambridge Airport Safeguarding Area

Potential Implementation Issues (non-exhaustive list)

Operation

- Amenity issues including noise or dust should be adequately addressed, and stand-offs between quarry area and residential dwellings and B1049, may be required. Landscape mitigation may also be required.

Biodiversity and Geodiversity

- Development should conserve and enhance the adjoining County Wildlife Site, and any protected species. An ecological evaluation assessing the potential effect of development and appropriate mitigation should be undertaken and proposals should incorporate any recommended mitigation measures as appropriate.

Archaeology and Historic Environment

- A detailed assessment and evaluation will be needed to prove that physical damage would not occur to the Scheduled Monuments at Car Dyke and Bullocks Haste Common. This includes consideration of dewatering of archaeological sites as a result of excavation. There will need to be a sufficient buffer between any development and the Scheduled Monuments; approximately 100 metres would be necessary for the settlement site. Development must conserve and where appropriate enhance heritage assets and their settings.
- The site is archaeologically sensitive. An archaeological evaluation should be undertaken and an appropriate mitigation strategy prepared, which may include removing areas from development to physically preserve archaeological remains of particular significance in situ.

Flood and Water

- Proposals should address on and off site flood risk and effects on water levels in nearby designated environmental sites will need to be addressed. A Flood Risk Assessment and Hydrological and Hydro-Geological Assessment should consider all stages of development including excavation and restoration, flood risk and surface water drainage matters. The effects of water drawdown and dewatering of archaeological sites preserved in situ within and / or beyond the application boundary should also be considered.
- Consent may be required from the IDB for works to or near land drainage ditches/drains within the site. The board may have water courses and water controls within the site that may need to be re-routed.

Other Issues

- Development should be designed so that it does not increase risk of bird strike.

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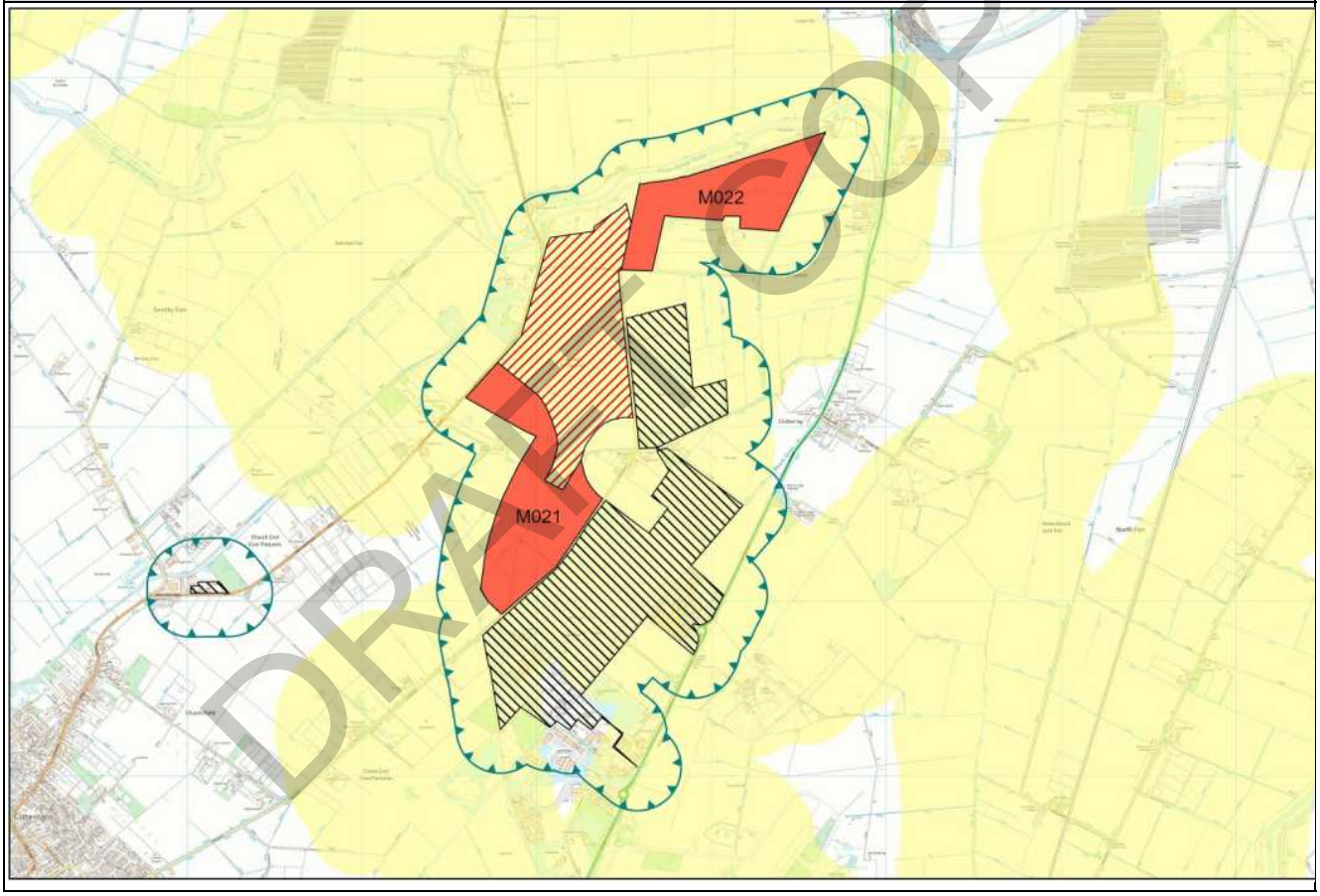
M022: Chear Fen, Cottenham

Site Reference	M022
Proposed Use	Mineral Extraction: Sand and Gravel
Site Area (Ha)	36
Grid Ref	TL 490713
Parish	Cottenham
Estimated Reserve (t)	820,000
Estimated Annual Output (tpa)	140,000
Estimated Start Date	2030
Current Use	Agriculture

Site Map



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Key Known Site Sensitivities

- In SSSI Impact Risk Zone for any discharges of water or liquid waste of more than 20m³/day to ground (i.e. to seep away) or to surface water, such as a beck or stream.
- Records of protected species or suitable habitats identified on or near site
- County Wildlife Site adjacent to the southern border of site.
- River Great Ouse is located 50m north of the site, which is a County Wildlife Site.
- Within Flood Zones 2 and 3.
- BMV Grade 2 land.
- Sensitive receptors close to the site i.e. adjacent residents.

- Archaeology / undesignated heritage assets.
- In Cambridge Airport Safeguarding Area.

Potential Implementation Issues (non-exhaustive list)

Operation

- Amenity issues including noise or dust should be adequately addressed, and stand-offs between quarry area and residential dwellings may be required.

Biodiversity and Geodiversity

- Development should conserve and enhance the adjoining County Wildlife Site, and any protected species. An ecological evaluation assessing the potential effect of development and appropriate mitigation should be undertaken to inform proposals. The development should incorporate recommended mitigation measures as appropriate.

Archaeology and the Historic Environment

- An archaeological evaluation should be undertaken to inform proposals, and an appropriate mitigation strategy, which may include removing areas from development to physically preserve archaeological remains of particular significance in situ, should be incorporated into any proposal. This assessment should also consider the effects of water drawdown and dewatering of archaeological sites beyond the application boundary.

Flood and Water

- Proposals should address on and off site flood risk and effects on water levels in nearby designated environmental sites will need to be addressed. Any Flood Risk Assessment and a Hydrological and Hydro-Geological Assessment should consider at all stages of excavation and restoration, flood risk and surface water drainage matters.

Other

- Development should be designed so that it does not increased risk of bird strike.

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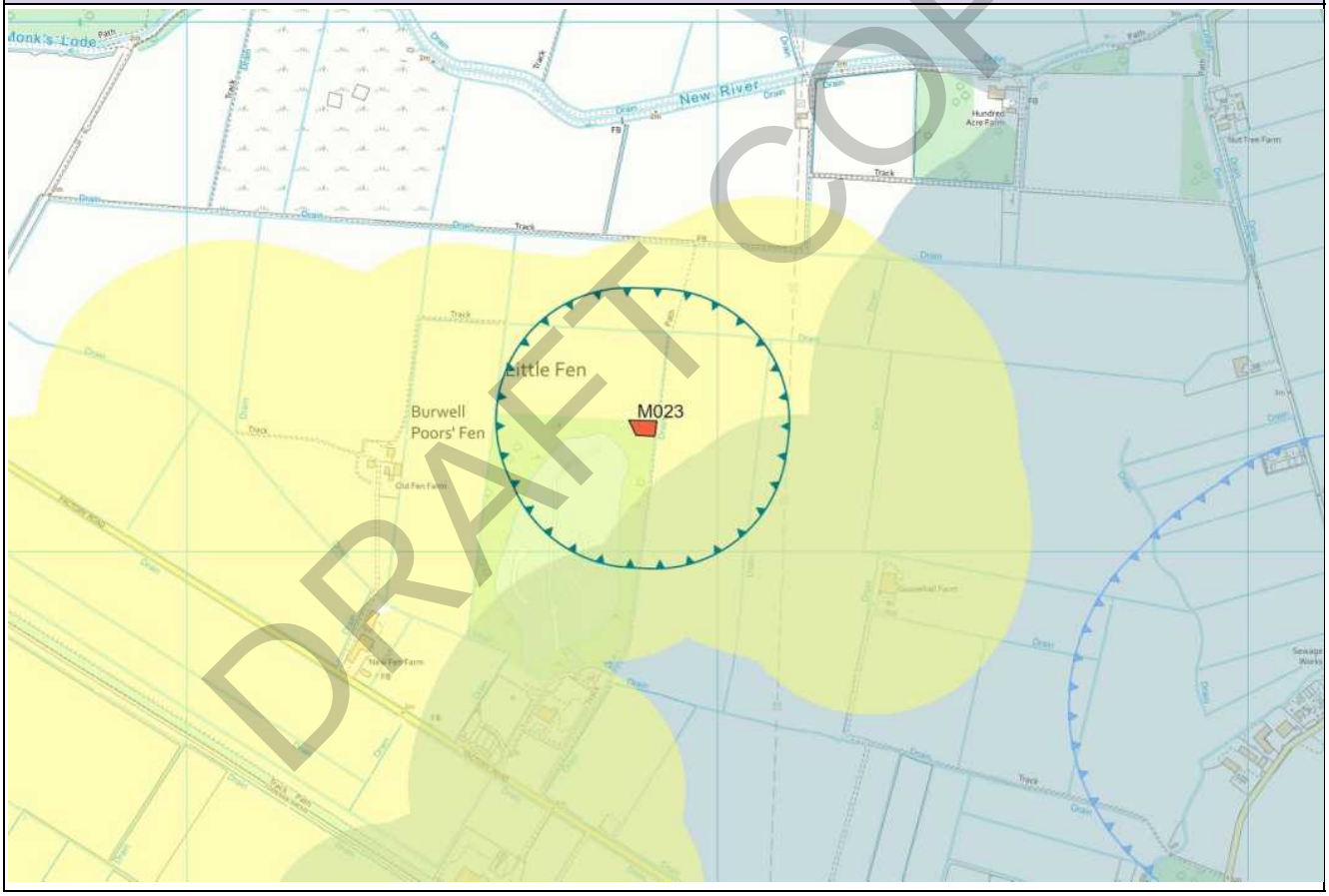
M023: Burwell Brickpits, Burwell

Site Reference	M023
Proposed Use	Extraction of clay for specialist uses i.e. manufacture of bricks and tiles for building conservation purposes.
Site Area (Ha)	0.12
Grid Ref	TL 578 692
Parish	Burwell
Estimated Reserve (t)	40,000
Estimated Annual Output (tpa)	Dependant on market demand
Estimated Start Date	Dependant on market demand
Current Use	Biodiversity (open water, swamp and grassland)

Site Map



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Key Known Site Sensitivities

- Site is within open countryside.
- Within a County Wildlife Site.
- Wicken Fen SSSI 1.25km north-west of the site.
- Site is within Flood Zone 2 and 3.
- Within an airport safeguarding zone.
- Records of protected species or suitable habitats identified on or near site.
- Within Cambridge Airport Safeguarding area.

Potential Implementation Issues (non-exhaustive list)
Indicative Access: ● Access direct to existing processing site. **Biodiversity and Geodiversity** ● An ecological evaluation assessing the potential effect of development and appropriate mitigation should be undertaken to inform proposals. The development should incorporate recommended mitigation measures as appropriate. **Flood and Water** ● Proposals should address on and off site flood risk and effects on water levels in nearby designated environmental sites will need to be addressed. Any Flood Risk Assessment and Hydrological and Hydro-Geological Assessment should consider at all stages of excavation and restoration, flood risk and surface water drainage matters. **Other** ● Development should be designed so that it does not increase risk of bird strike. ● The site is in close proximity to National Grid infrastructure which lies to the east of the site (4ZM Route - 400Kv two circuit route from Burwell Main substation in East Cambridgeshire to Walpole substation in Kings Lynn and West Norfolk).

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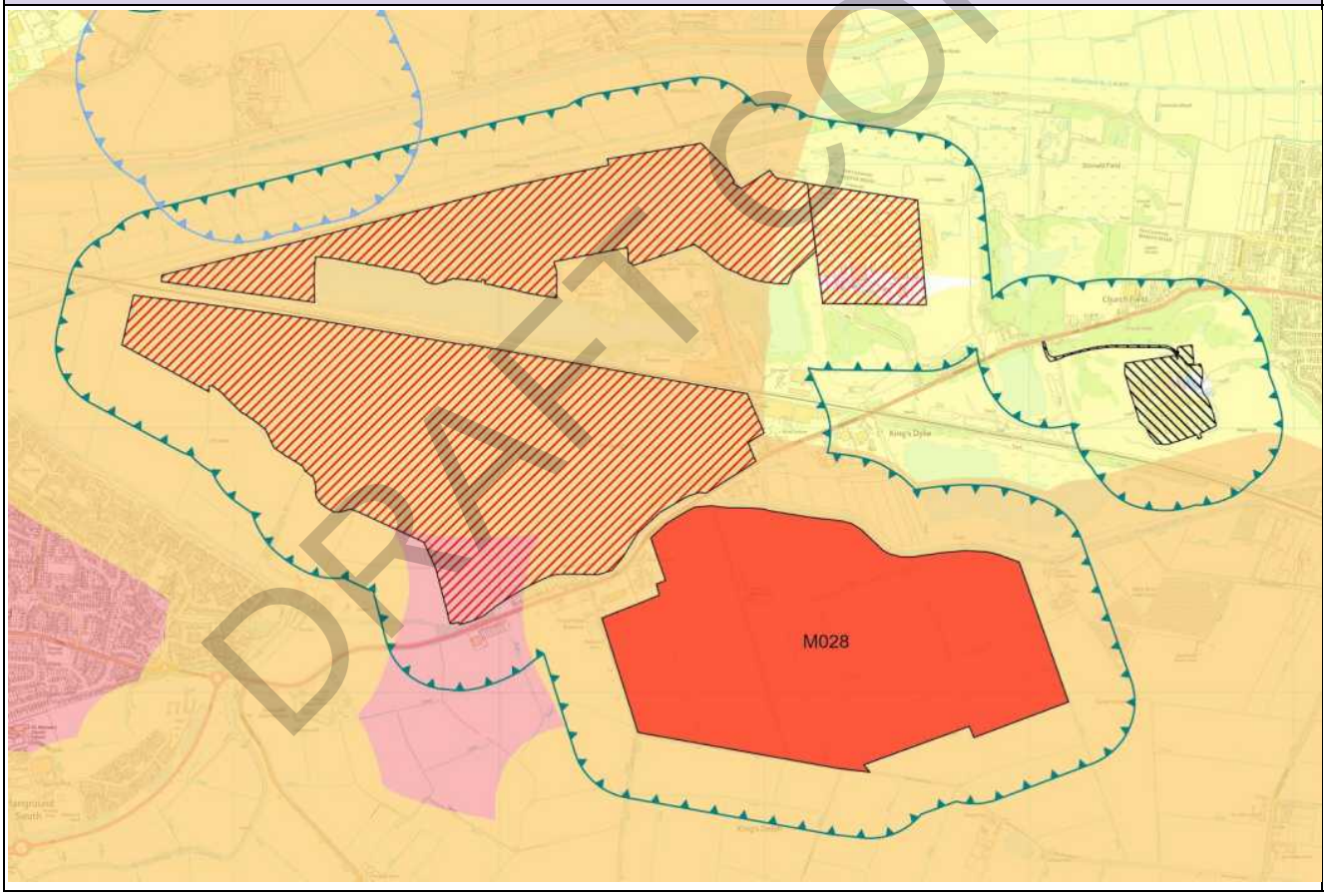
M028: King Delph, Whittlesey

Site Reference	M028
Proposed Use	Mineral Extraction: Sand and Gravel and Brickclay
Site Area (Ha)	124
Grid Ref	TL 242 961
Parish	Whittlesey
Estimated Reserve (t)	Sand and Gravel: 2,750,000 (350,000 in plan period) Brickclay: 27,000,000 (2,800,000 in plan period)
Estimated Annual Output (tpa)	Sand and Gravel: 50,000 Brick Clay: 400,000
Estimated Start Date	2030
Current Use	Agriculture

Site Map



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Key Known Site Sensitivities

- This site is located south of Must Farm, a Bronze Age settlement, and Horsey Hill Civil War Fort which is a Scheduled Monument, is around 1km west of the site.
- High grade agricultural land (predominantly Grade 2).
- The Nene Washes[2] are situated to the north.

[2] Ramsar, SAC (Special Area of Conservation), SPA (Special Protection Area) and SSSI (Site of Special Scientific Interest)

- Within the Nene Washes SSSI Impact Risk Zone for quarries.
- Potential for protected species on site (otters and water voles).
- Sensitive receptors (residential) to the north of the site.
- Rights of Way are adjacent to site.
- The site is located in a landscape of high archaeological potential.
- Site is within Flood Zone 2 (99%) and Flood Zone 3 (98%).

Potential Implementation Issues (non-exhaustive list)

Preferred Restoration

- Restoration should include biodiversity gains (enhance otter and water vole habitat), and public access as part of the wider restoration / after-use strategy for the brickworks complex. Consideration could be given to the potential to provide sustainable flood alleviation and water resource.

Operation

- Amenity issues including noise or dust will need to be adequately addressed, and stand-offs between quarry area and residential dwellings (in particular, those north of the site), may be required.

Biodiversity and Geodiversity

- Development should conserve and enhance adjoining Nene Washes and any protected species. An ecological evaluation assessing the potential effect of development and appropriate mitigation should be undertaken to inform any proposal. The proposed development should incorporate any recommended mitigation measures as appropriate. The assessment of environmental impacts should include consideration of potential effects on the nearby drainage ditches.

Traffic and Highways

- Proposals should seek to ensure that no mineral traffic should be directed on to the B1040 or B1095.

Archaeology and Historic Environment

- This site is archaeologically sensitive. It is understood that evaluation has taken place. However, a detailed programme of archaeological mitigation will be required. Proposals must also have regard to proximity to Must Farm Bronze Age settlement; and the Horsey Hill Civil War Fort Scheduled Monument, and the need to conserve and if appropriate enhance its setting.

Flood and Water

- Proposals should address on and off site flood risk and effects on water levels in nearby designated environmental sites will need to be addressed. Any Flood Risk Assessment and Hydrological and Hydro-Geological Assessment should consider all stages of development including excavation and restoration. The assessment should also include consideration of flood risk and surface water drainage and the effects of water drawdown and dewatering of archaeological sites preserved in situ within and / or beyond the application boundary.
- Kings Dyke is a maintained Internal Drainage Board watercourse protected by its byelaws. This channel is also navigable, and the number of crossings of the river should be kept to a minimum.

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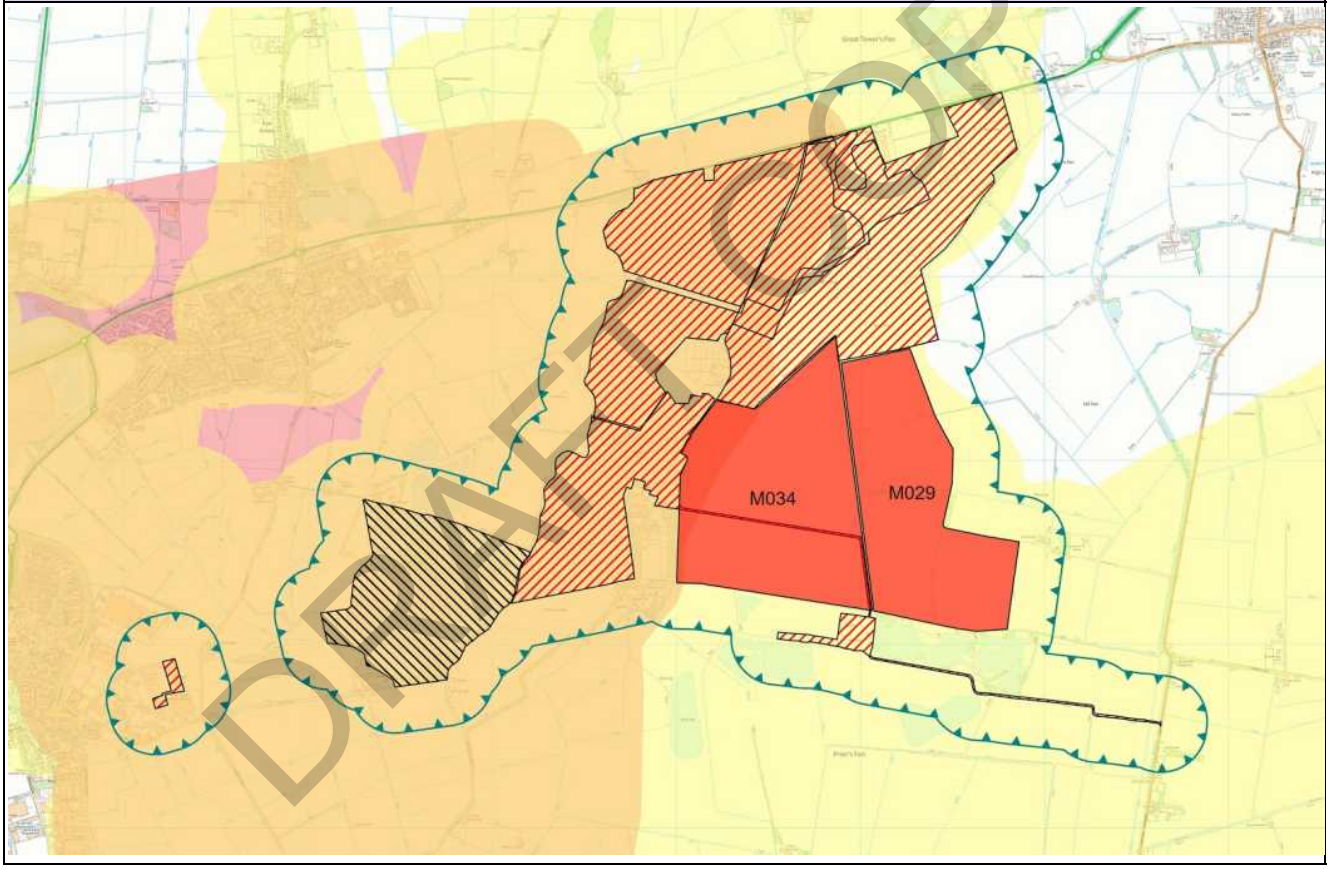
M029: Gores Farm, Thorney

Site Reference	M029
Proposed Use	Mineral Extraction: Sand and Gravel
Site Area (Ha)	84
Grid Ref	TF 263 017
Parish	Thorney
Estimated Reserve (t)	1,600,000
Estimated Annual Output (tpa)	300,000
Estimated Start Date	2026
Current Use	Agriculture

Site Map



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Key Known Site Sensitivities

- Nene Washes[3] is 1.8km from the site
- The nearest listed building is 1.2km from the site
- There are three Scheduled Monuments (bowl barrows) on the site and two just outside the boundary.There is also an Iron Age and Roman Settlement at Bar Pastures 630m to the west
- Thorney Dike County Wildlife Site forms the site's southern boundary
- The site is in close proximity to sensitive receptors (Gores Farm lies approximately 90m to the

[3] Ramsar, SAC (Special Area of Conservation), SPA (Special Protection Area) and SSSI (Site of Special Scientific Interest)

east) which may increase the potential for adverse impacts/environment nuisance impacts (e.g. dust and noise), however it is considered that implementation of standard mitigation measures is likely to avoid and/or reduce any potentially adverse impacts to acceptable levels.

Potential Implementation Issues (non-exhaustive)

Flood & Water

- Any works should use on-site water management systems (dewatering/pumping, bunding & gabions, settlement & retention ponds, drainage, re-routing of watercourses).
- A site-specific FRA would be required to accompany the planning application.

Biodiversity and Geodiversity

- The site constitutes functional land for the nearby Nene Washes. Opportunities should be sought for biodiversity enhancements.

Archaeology and the Historic Environment

- Site specific investigations would be required to accompany any planning application and further pre-determination archaeological investigation may be required to inform a planning decision.
- The impact of the proposals on the setting and significance of both the designated and undesignated heritage assets within and outside the study area would also be required.

Opportunities for Restoration

- The site is located within the Fens Focus Area within the Peterborough Green Infrastructure Strategy, and is within the Fens for the Future project area. The Green Infrastructure Strategy includes a range of supporting projects to which site restoration might contribute.
- Restoration proposals will also need to reflect the outcome of the heritage investigations.
- Potential for restoration scheme to incorporate flood alleviation measures.

Traffic and Highways

- The site is an extension to an existing site, the intention being to utilise the existing processing plant, with construction of a haul road or a conveyor to bring materials to the plant.
- The extended site is likely to utilise the existing Pode Hole quarry access to join the HCV network on the A47 (The Causeway).

Operation

- The site is an extension to the existing Pode Hole quarry and will be phased to come on-stream after this is worked, with operating hours expected to be the same. This should limit or minimise any anticipated impacts.

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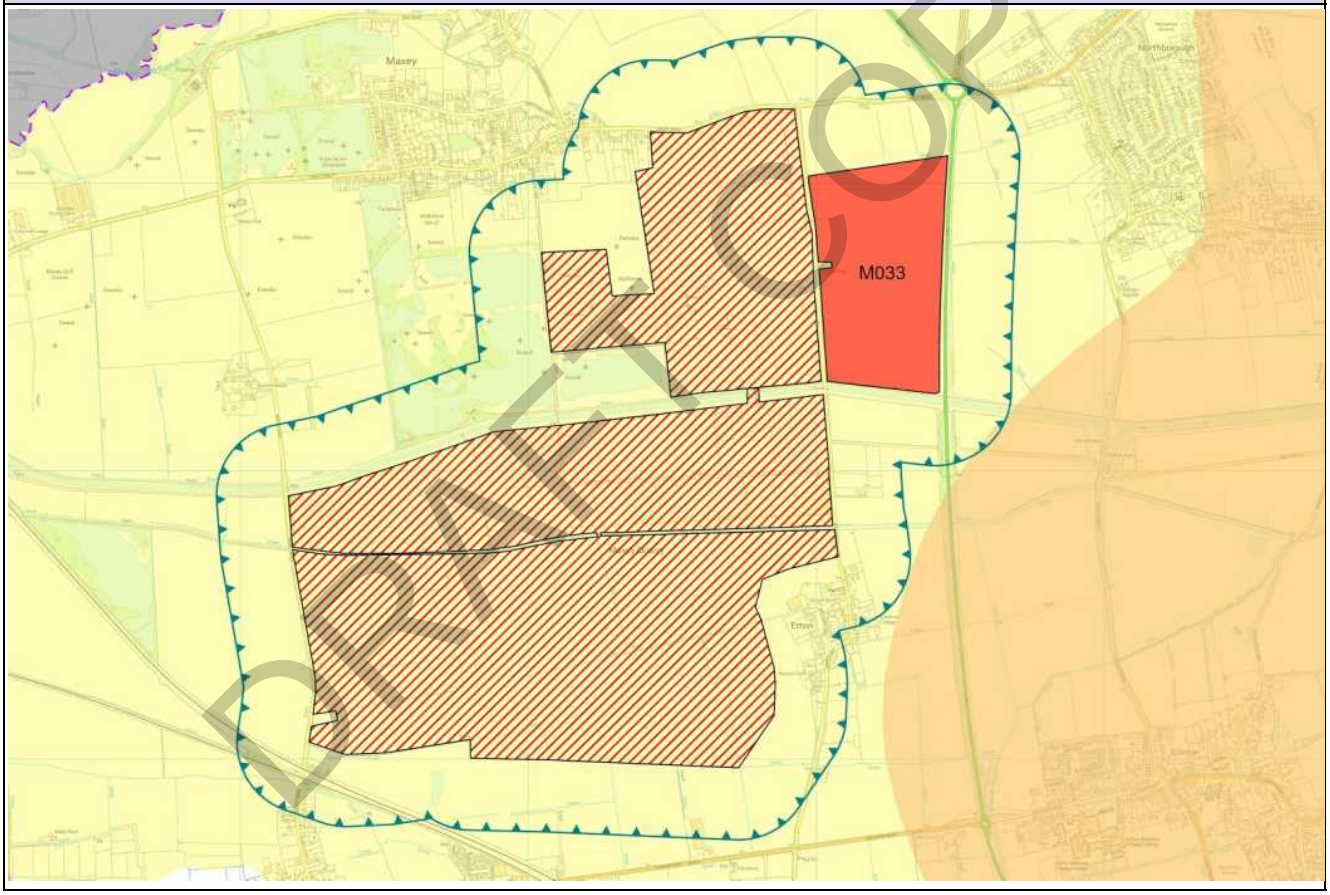
M033: Land off Main Road, Maxey

Site Reference	M033
Proposed Use	Mineral Extraction: Sand and Gravel
Site Area (Ha)	33
Grid Ref	TF 142 076
Parish	Northborough
Estimated Reserve (t)	2,300,000 (1,925,000 in plan period)
Estimated Annual Output (tpa)	275,000
Estimated Start Date	2030
Current Use	Agriculture

Site Map



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Key Known Site Sensitivities

- The nearest designated site for biodiversity is Deeping Gravel Pits SSSI, 2900m east
- The nearest listed building is 500m from the site
- The nearest scheduled monument is 1.2km from the site
- The nearest local designation is Maxey Quarry CWS to the west of the site
- The site is within close proximity to sensitive receptors (the site's western boundary wraps around the isolated residence Four Winds) which may increase the potential for adverse impacts/environmental nuisance impacts (e.g. dust, noise), however it is considered that

implementation of standard mitigation measures is likely to avoid and/or reduce potentially adverse impacts to acceptable levels.

Potential Implementation Issues (non-exhaustive)

Flood & Water

- The Maxey Cut main river runs along the southern boundary of the site (approximately 20-25m away) and is within the Maxey pumped catchment of the Welland and Deepings IDB. Consent may be required from the IDB for works to or near land drainage ditches/drains within the site.
- Any works should use on-site water management systems (dewatering/pumping, bunding & gabions, settlement & retention ponds, drainage, re-routing of watercourses).
- A site-specific FRA would be required to accompany the planning application.

Biodiversity and Geodiversity

- The site is classed as a Local Geological Site. Potential adverse impacts could be addressed through appropriate survey and mitigation measures but the degree of overall impact is dependent upon the constituents of the restoration, ecological management and aftercare scheme.

Archaeology and the Historic Environment

- Site specific investigations would be required to accompany the planning application and further pre-determination archaeological investigation may be required to inform a planning decision.
- The impact of the proposals on the setting and significance of heritage assets within the wider area would also be required.

Opportunities for Restoration

- Restoration of the site may be back to agriculture but with additional biodiversity improvements to complement and enhance the surrounding area, potentially providing additional accessible green space.
- Maxey Cut drain forms the site's southern boundary, and is the focus of the Maxey Cut Climate Change Resilience Project which aims to protect and enhance habitats along the drain to provide greater connectivity through the Welland Valley. Site restoration may provide opportunities to contribute to this wider green infrastructure project.

Traffic and Highways

- The site will come forward following completion of Maxey Quarry to the west, therefore not resulting in increased traffic movements. The existing processing plant is to be utilised. Access to the existing plant will require a crossing of Etton Road either by vehicles or by conveyor under the road.
- Access to the HCV network will be via the existing Maxey quarry entrance, turning right onto Maxey Road joining at the A15 roundabout.

Operation

- Aggregates to be transported to the existing processing plant across Main Road, with sold material transported off site via the existing Maxey quarry access and agreed and operational HGV routing agreement.
- The existing permitted operating hours at the adjoining Maxey quarry are expected to continue for this site.

Other Issues

- No RoWs cross the site, the closest being footpath Maxey 3 approximately 260m north and bridleway Etton 9 approximately 310m south. The Green Wheel cycle route runs approximately 200m south of the site. The site is within the Aircraft Safeguarding Area for RAF Wittering, the MOD should therefore be consulted on any application. Consideration will need to be taken into account of air safety during operations and restoration, with respect to attracting large numbers of wildfowl and flocking birds.

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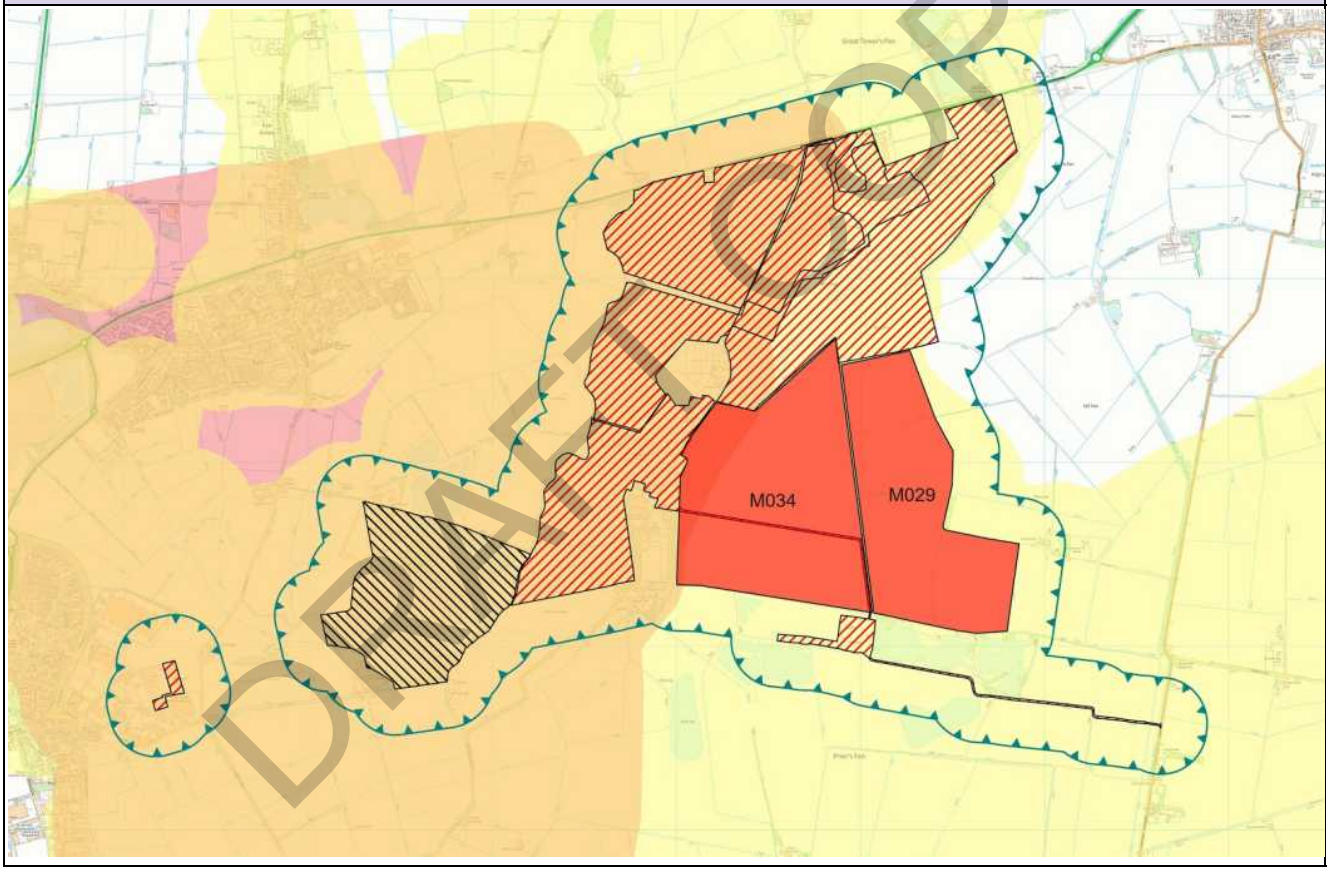
M034: Willow Hall Farm, Thorney

Site Reference	M034
Proposed Use	Mineral Extraction: Sand and Gravel
Site Area (Ha)	106
Grid Ref	TF 255 018
Parish	Thorney
Estimated Reserve (t)	4,800,000 (2,800,000 in plan period)
Estimated Annual Output (tpa)	200,000
Estimated Start Date	2023
Current Use	Agriculture

Site Map



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Key Known Site Sensitivities

- Nene Washes[4] is 2.1km from the site
- The nearest listed building is 275m from the site
- The nearest scheduled monument (two bowl barrows) is within the site boundary
- Thorney Dyke CWS is adjacent to the site's south east corner

[4] Ramsar, SAC (Special Area of Conservation), SPA (Special Protection Area) and SSSI (Site of Special Scientific Interest)

- The site is distant from sensitive receptors which will help to reduce potentially adverse impacts (e.g. dust, noise), in addition the implementation of standard mitigation measures is likely to avoid and/or reduce potentially adverse impacts to acceptable levels.

Potential Implementation Issues (non-exhaustive)

Flood & Water

- Consent may be required from the IDB for works to or near land drainage ditches/drains within the site.
- Any works should use on-site water management systems.
- A site-specific FRA would be required to accompany the planning application.

Biodiversity & Geodiversity

- The site is located within the Eye/Thorney Area of Search Local Geological Site. Thorney Dyke CWS is adjacent to the site's south east corner. The site also constitutes functional land for the nearby Nene Washes. Potential adverse impacts on these receptors could be addressed through appropriate survey and mitigation measures.

Archaeology and the Historic Environment

- Site specific investigations would be required to accompany the planning application and further pre-determination archaeological investigation may be required to inform a planning decision.
- The impact of the proposals on the setting and significance of both the designated and undesignated heritage assets within and outside the allocation area would also be required.

Opportunities for Restoration

- The site is located within the Fens Focus Area within the Peterborough Green Infrastructure Strategy, and is within the Fens for the Future project area. The Green Infrastructure Strategy includes a range of supporting projects to which site restoration might contribute.
- Restoration proposals will also need to reflect the outcome of the heritage investigations.

Operation

- Limits will likely be imposed on the number of vehicle movements and hours of operation to avoid nuisance to local residents.

Traffic and Highways

- There is potential for impacts related to increased traffic movement within the area (albeit in accordance with the existing HGV routing arrangement), however phasing of the sites should minimise any possible impacts.
- This site should come forward following completion of existing permitted or allocated operations and therefore the estimated HCV movements will not be additional to existing permitted movements but substituting for them.
- Aggregate should be moved by a conveyor or haul road to an established processing plant at an operational quarry in the vicinity and sold material transported off site via the existing access onto the B1040.

Other Issues

- There are a number of Rights of Way (RoW) in the vicinity of the site, with RoW Thorney 5 running along the southern boundary of the site. Dependent on operation the RoW may require diversion and it is likely that the site could be viewed from other RoW.

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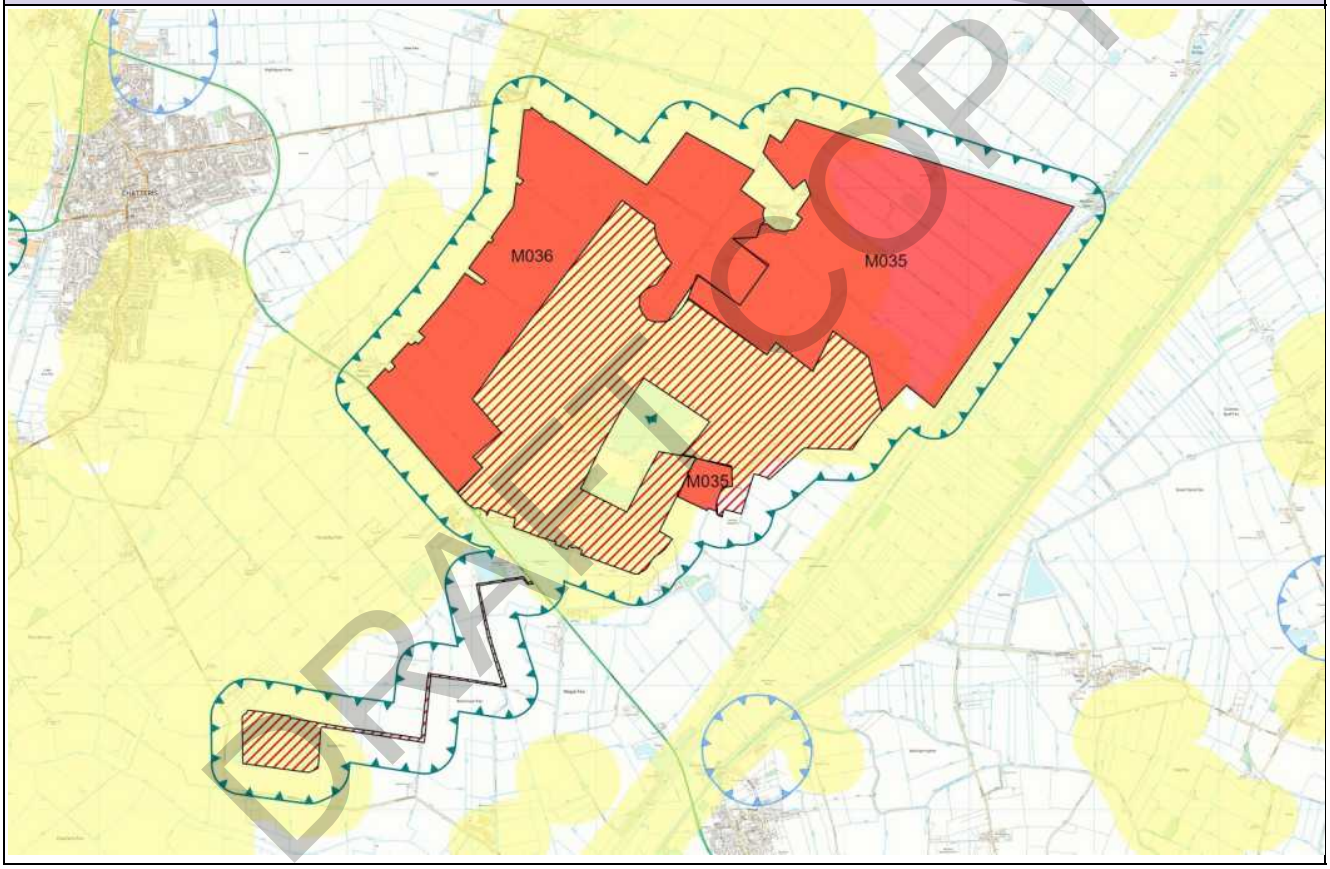
M035: Block Fen / Langwood Fen East, Mepal

Site Reference	M035
Proposed Use	Mineral Extraction: Sand and Gravel
Site Area (Ha)	379
Grid Ref	TL 427 853
Estimated Reserve (t)	10,000,000 (4,680,000 in plan period)
Estimated Annual Output (tpa)	350,000
Estimated Start Date	2020
Current Use	Agriculture

Site Map



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Key Known Site Sensitivities

- Located adjacent to the Ouse Washes[5].
- Protected species or habitats of protected species recorded on / near site.
- Site is archaeologically sensitive with evidence of remains on and surrounding the site.
- Small area BMV Grade 1, remainder BMV Grade 2 land within site.
- Sensitive receptors with residential and outlying properties on and adjacent to the site.
- Entire site is within Flood Zone 3.
- Scheduled Monuments in the vicinity of the site (the closest is bowl barrows 750m west).
- Listed Buildings in the vicinity (the closest is Grade II Fortrey's Hall).

[5] Ramsar, SAC (Special Area of Conservation), SPA (Special Protection Area) and SSSI (Site of Special Scientific Interest)

Potential Implementation Issues (non-exhaustive list)
See also the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036, Appendix 2 - Block Fen / Langwood Fen Master Plan. **Operation** ● To maintain the integrity of the Ouse Washes a stand off 150 m from the Ouse Washes is likely to be required. Amenity issues including noise or dust are likely to need to be addressed, and stand-offs between the quarry area and residential dwellings may be required. **Biodiversity and Geodiversity** ● Development should conserve and enhance adjoining Ouse Washes and any protected species. An ecological evaluation assessing the potential effect of development and appropriate mitigation should be undertaken to inform proposals, and the development should incorporate any recommended mitigation measures as appropriate. ● Habitats Regulations Assessment at the project level will be required to ascertain that there will not be an adverse effect on the integrity of the European site and its associated interests. **Archaeology and Historic Environment** ● The site is archaeologically sensitive. An archaeological evaluation should be undertaken and an appropriate mitigation strategy prepared, which may need to include removing areas from development to physically preserve archaeological remains of particular significance in situ. ● Development must conserve and where appropriate enhance heritage assets and their settings. **Flood & Water** ● Proposals will need to address on and off site flood risk and effects on water levels in nearby designated environmental sites will need to be addressed. Any Flood Risk Assessment and a Hydrological and Hydro-Geological Assessment should consider all stages of excavation and restoration and include flood risk and surface water drainage. Proposals should incorporate measures to 'seal' the south side of Forty Foot Drain. **Other Issues** ● Rights of Way, including 43/13, 45/7 and 45/6, pass near the site. Development may be required to provide diversions and compensation for existing Rights of Way which may be adversely affected.

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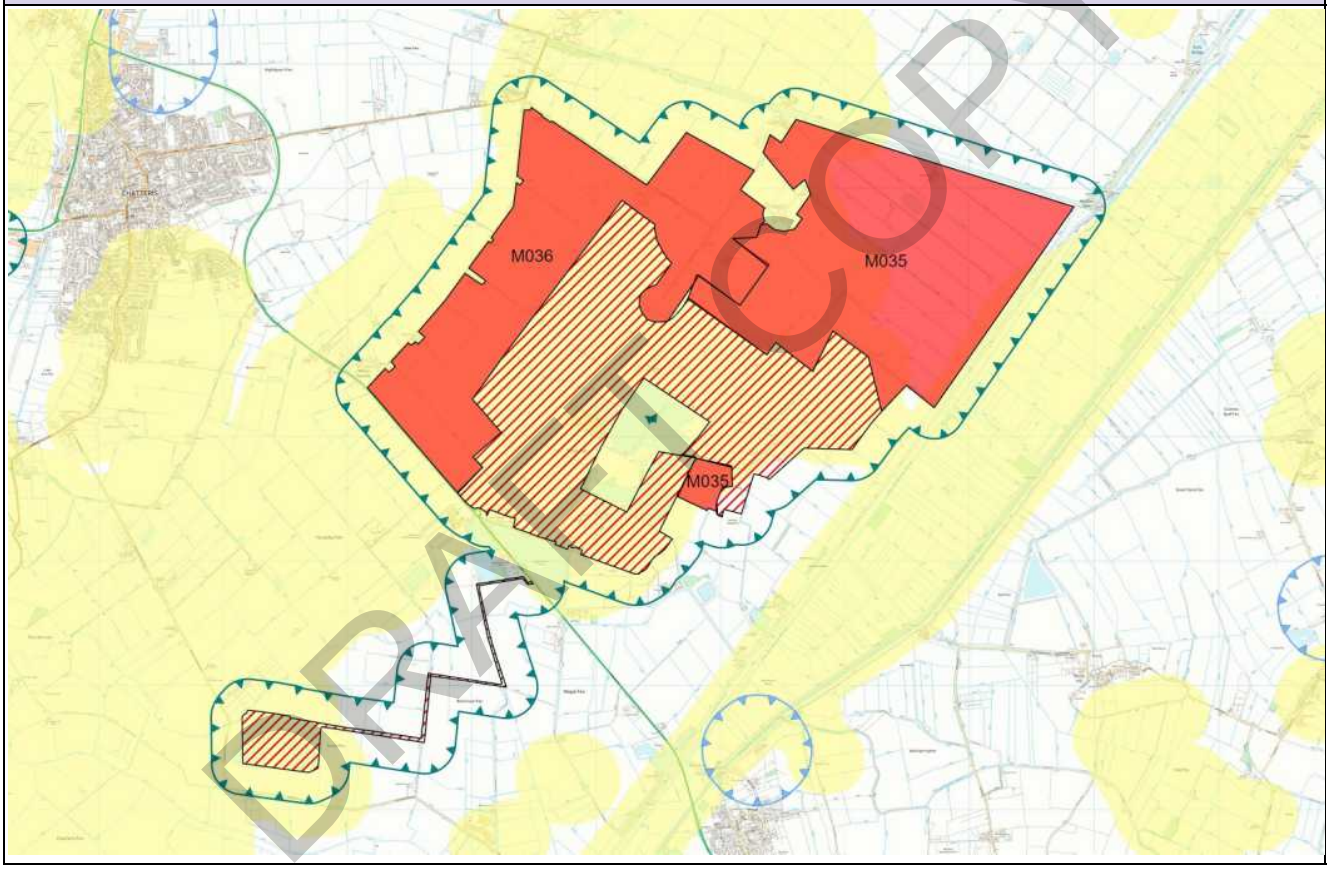
M036: Block Fen / Langwood Fen West, Mepal

Site Reference	M036
Proposed Use	Mineral Extraction: Sand and Gravel
Site Area (Ha)	318
Grid Ref	TL 425 853
Estimated Reserve (t)	11,480,000 (2,310,000 in plan period)
Estimated Annual Output (tpa)	400,000
Estimated Start Date	2031
Current Use	Agriculture

Site Map



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Key Known Site Sensitivities

- Located adjacent to the Ouse Washes[6].
- Records of protected species or suitable habitats identified on or near site.
- Site is archaeologically sensitive with evidence of remains on and surrounding the site.
- Small area may be BMV Grade 1, remainder BMV Grade 2 land.
- Sensitive receptors with residential and outlying properties on and adjacent the site
- Largely within Flood Zone 3.
- Scheduled Monuments are in the vicinity of the site (the closest is Grey's Farm, Horseley Fen, a neolithic site 430m south west).

[6] Ramsar, SAC (Special Area of Conservation), SPA (Special Protection Area) and SSSI (Site of Special Scientific Interest)

- Listed Buildings in the vicinity (the closest is Grade II Holly House Farmhouse 620m north).

Potential Implementation Issues (non-exhaustive list)

See also the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036, Appendix 2 - Block Fen / Langwood Fen Master Plan.

Operation

- Amenity issues including noise or dust are likely to need to be addressed, and stand-offs between the quarry area and residential dwellings may be required.

Biodiversity and Geodiversity

- Development should conserve and enhance adjoining Ouse Washes and any protected species. An ecological evaluation assessing the potential effect of development and appropriate mitigation should be undertaken to inform proposals. The development should incorporate any recommended mitigation measures as appropriate.
- Habitats Regulations Assessment at the project level will be required to ascertain that there will not be an adverse effect on the integrity of the European site and its associated interests.

Archaeology and Historic Environment

- The site is archaeologically sensitive. An archaeological evaluation should be undertaken and an appropriate mitigation strategy prepared, which may need to include removing areas from development to physically preserve archaeological remains of particular significance in situ.
- Development must conserve and where appropriate enhance heritage assets and their settings.

Flood & Water

- Proposals should address on and off site flood risk and effects on water levels in nearby designated environmental sites will need to be addressed. Any Flood Risk Assessment and Hydrological and Hydro-Geological Assessment should consider all stages of excavation and restoration and include flood risk and surface water drainage.

Other Issues

- Rights of Way, including 45/13, 45/3 and 45/27 pass near the boundary of the site. Development may be required to provide diversions and compensation for existing Rights of Way which may be adversely affected.

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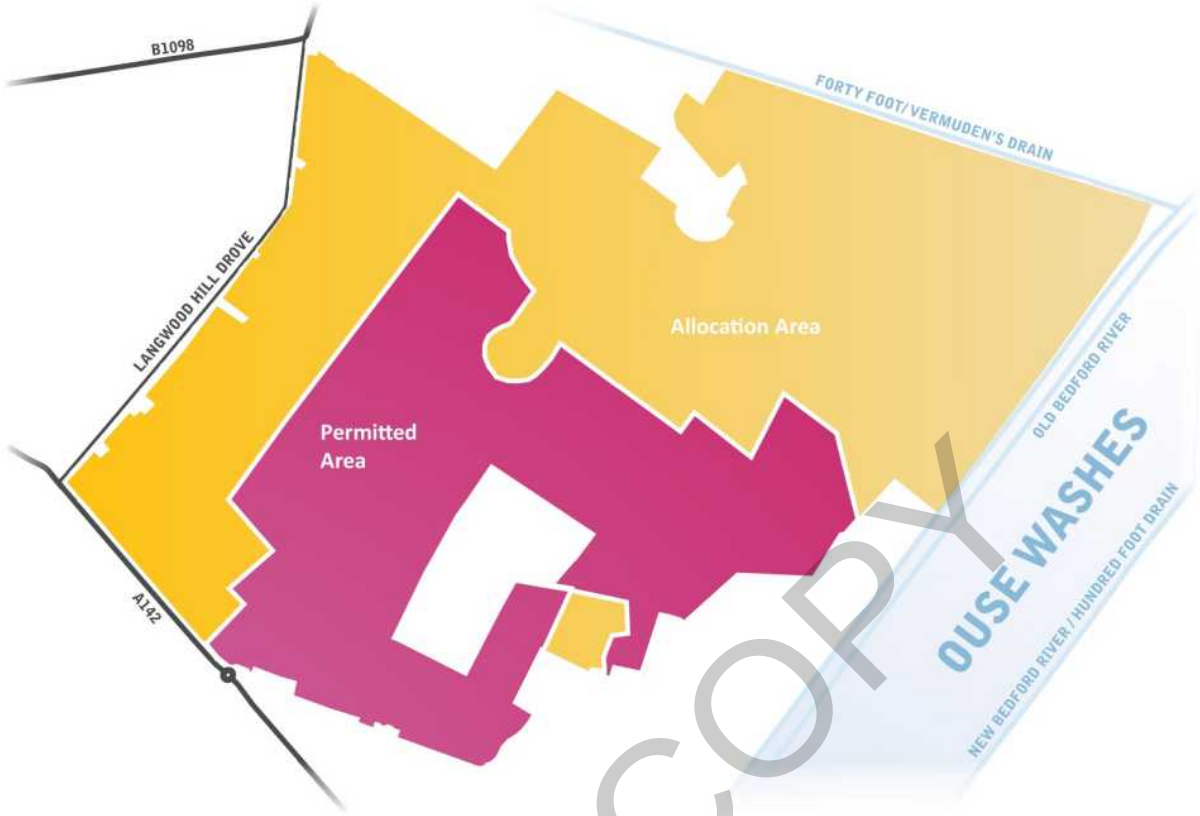

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Cambridgeshire County Council and Peterborough City Council

Appendix 2 - BLOCK FEN / LANGWOOD FEN MASTER PLAN

November 2019

Contents

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Context - Block Fen / Langwood Fen Master Plan

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

Changes since the 2011 SPD

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

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

Status of this appendix

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

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

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

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1. Introduction

Purpose of the Master Plan

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

Background

1.2. The Cambridgeshire and Peterborough Minerals and Waste Local Plan identifies the Earith / Mepal area as a strategic area for sand and gravel extraction and construction / demolition waste management until 2036 and beyond. This area has extensive reserves of good quality sand and gravel needed to supply the construction industry, which will help build the new housing, employment, schools and other development planned for Cambridge, and the wider area. The area will also help to recycle and dispose of construction soils and sub-soils arising from development.

1.3. The Earith / Mepal area is one of high quality agricultural land, and is primarily in this use. However, Block Fen, Langwood Fen and adjacent areas have established sites for sand and gravel extraction, some clay extraction, and some already contribute to the management of soils and waste construction and demolition materials.

1.4. In considering the further development of the area significant new opportunities have been identified which could be delivered through additional mineral extraction and quarry restoration. These have largely been shaped by the location of the area next to the Ouse Washes, which is one of the few remaining fragments of wetland habitats within the Fens. It is of international importance for its wintering waterfowl and for a suite of breeding birds, including snipe and black-tailed godwit.

1.5. The Ouse Washes area is in an 'unfavourable' condition. The Ouse Washes is designated as a wetland of international importance (Ramsar site) under the Ramsar convention, and, in 2000, was formally listed on the Montreux Record as a site undergoing ecological change. The main cause of the deterioration of the nature conservation interests is changing patterns of flooding with unseasonal summer flooding and longer deeper winter flooding.

1.6. Mineral extraction followed by appropriate restoration offers the opportunity to deliver three equally important strategic objectives. Firstly, it can provide strategic water storage bodies which can help to intercept water before it goes into the Counter Drain, and also take some of the water from the Counter Drain which would otherwise be pumped into the Ouse Washes, thereby managing flood risk in a more sustainable way. In addition, quarry restoration using inert construction and demolition waste soils can create a significant amount of new lowland wet grassland, providing new breeding areas for birds such as the black-tailed godwit, snipe, redshank and lapwing. Thirdly, the water bodies created after restoration from gravel workings, and the new lowland wet grassland, can provide a focus for recreational opportunities for those living in, or visiting the area; as well providing water for agriculture for irrigation purposes.

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

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

The Block Fen / Langwood Fen Area

1.8. The Block Fen / Langwood Fen area lies to the west of the Ouse Washes, north of the A142 and south of the Forty Foot (Vermuyden's) Drain. The western boundary is a line running north south down Langwood Hill Drove to the A142. The Master Plan area lies in the parishes of Mepal and Chatteris, and in the districts of East Cambridgeshire and Fenland.

1.9. The area is characterised by open low lying high quality agricultural land, drained by a series of man made drains and pumps operated by the Sutton and Mepal Internal Drainage Board. Other than the drains there are relatively few other landmarks. The area is relatively sparsely populated, principally by farms or scattered dwellings, linked by small droves and byways.

Nature Conservation

1.10. The area lies adjacent to the Ouse Washes which is a wetland of national, European and international importance (a Ramsar site). At the national level it is notified as a Site of Special Scientific Interest (SSSI) for its wet grassland, breeding and wintering waders and wildfowl along with aquatic flora and fauna largely associated with the ditches and drains.

1.11. At the European level, the Ouse washes is designated as a Special Protection Area (SPA) for the number and variety of breeding and wintering waders and wildfowl, along with the wintering population of hen harrier. The two parallel linear water courses known as the Counter Drain / Old Bedford (outer river) and the Old Bedford / Delph (inner river) are also designated at the European level, a Special Area of Conservation (SAC), for a population of Spined Loach, one of four known main localities for this fish species.

1.12. The Ouse Washes is one of the largest areas of seasonally flooded washland in Britain which, when floodwaters permit, is managed using traditional agricultural methods of summer grazing and hay cutting. The washlands regularly host impressively large numbers of wintering waterbirds, which qualifies it as a Wetland of International Importance under the Ramsar Convention.

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Land Drainage and Water Storage

1.13. Immediately east of the Master Plan area is the Counter Drain, east of this is the River Delph and the Hundred Foot / New Bedford River Ouse. These watercourses supports the artificial drainage of a large part of mid Cambridgeshire, up through Bedfordshire to the river source in Northamptonshire.

1.14. The Ouse Washes lie between the River Delph and the parallel bank of the Hundred Foot / New Bedford River and play a major land drainage role as a flood water storage and conveyancing area. As a result the washland is subject to flooding.

1.15. A winter storage agricultural irrigation reservoir lies at North Fen, Sutton Gault (south of the Block Fen / Langwood Fen area). This has been extended through additional mineral extraction. Planning permission has also been granted for the reservoir to be used for the storage of potable water.

1.16. There are also a number of smaller winter storage reservoirs in the wider Earith / Mepal area serving the irrigation needs of specific areas of agricultural cultivation.

Historic Environment

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

Access

1.18. The main traffic corridor is the A142 Ely - Chatteris Road, which bridges the Ouse Washes. The area is also crossed by Bury Lane leading from Sutton to Long North Fen Drove towards Chatteris. This route crosses the Washes by way of a causeway and is frequently obstructed by floodwater in the winter months.

1.19. The other roads in the area are minor lanes (droves) linking farms and byways. There are a limited number of public footpaths the most important of which from a recreation point of view are the linear paths which follow the banks of the Ouse Washes.

Existing Minerals and Waste Operations

1.20. The area is known to contain significant sand and gravel deposits having been the subject of some earlier extraction, and is currently the subject of active and planned mineral workings on a significant scale.

1.21. North of the A142 is Block Fen. This is a large area, already permitted for sand and gravel extraction. Access to Block Fen is via a roundabout off the A142. Current restoration proposals are for reinstatement to an agricultural use, at existing ground levels using inert

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waste fill. It is expected that the restoration proposals for these existing permitted sites will be revised in accordance with this Master Plan.

The Earith / Mepal Stakeholder Group

1.22. The first edition of the Master Plan was developed through a number of stakeholder workshops. These sessions were vital in determining the nature of the proposals which have come forward, and in providing technical supporting information and advice.

1.23. In addition a number of supporting studies were undertaken which addressed:

- hydrology;
- sustainable use of soils;
- ecology; and
- traffic.

1.24. Participants included the mineral and waste industry, the Environment Agency, the Middle Level Commissioners, the Sutton and Mepal Internal Drainage Board, the Royal Society for the Protection of Birds (RSPB), The Wildfowl and Wetlands Trust (WWT), officers from the district councils, and Natural England.

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2. The Vision

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

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

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water for summer irrigation of crops. The new flood storage areas will require active management in the long term, and this should be secured through planning obligations with the flood storage areas being under the control of a suitably experienced and responsible body. An assessment will need to be made on whether the storage areas would need to be managed in accordance with the Reservoirs Act. If they do, then appropriate guidance would need to be followed: https://www.gov.uk/guidance/reservoirs-owner-and-operator-requirements;

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

Objectives

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

- enable the supply of an average of 1.1 million tonnes of sand and gravel per annum from Block Fen / Langwood Fen from 2016 onwards to 2036, with a reserve of 18.3mt to be worked post 2036;
- establish at least 3 long term construction waste recycling facilities, capable of recycling up to 50%, increasing up to 70%, of construction waste by 2036;
- enable the disposal of a total of around 7 million cubic metres of inert waste over the period to 2036;
- ensure there is no adverse impact to the Ouse Washes through the extraction, landfill and restoration of the Block Fen / Langwood Fen area, through well planned, designed and controlled working and restoration;
- create around 480 hectares of lowland wet grassland providing enhancement habitat to complement the Ouse Washes, using inert waste and peat soils to create the wet grassland;
- provide for the long term management of the enhancement habitat adjacent to the Ouse Washes;
- create flood storage with the capacity of at least 10 million m3 and an ambition to achieve nearer 16.5 million m3 of storage (approximately 14,600 m3 to 24,100 m3 per hectare in the water storage areas). The higher storage ambition is to mitigate climate change using the latest guidance on climate change allowance;
- use the water storage bodies for water supply, including agricultural irrigation and water to maintain the wet grassland enhancement habitat; and set out a mechanism for the long term management of the water resource created;

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- provide for new and enhanced recreational opportunities, including a local visitor centre;
- secure, through the creation of lowland wet grassland and the disposal of inert waste, the 'sealing' with clay of the southern boundary of the Forty Foot, enabling the restoration of navigation;
- secure the sustainable use of soils as a resource for the future; and
- address traffic management in the area i.e. movements associated with the use of land for mineral extraction and waste management, and long term uses such as recreation.

Delivering the Vision

2.3. Delivering the proposals of this Master Plan will require the cooperation of a number of parties, ranging from landowners and minerals and waste operators, to the 'responsible bodies' which will take over the long term management of restoration areas such as the new lowland wet grassland and the water storage bodies.

2.4. Stakeholders have already shown a high level of co-operation through their participation in the development of this Master Plan, and on a more practical level on the ground, through the joint delivery of the new Block Fen roundabout to serve new and existing quarries.

2.5. This Master Plan sets the parameters for the delivery to be achieved through a variety of more formal means such as the development management system (which determines planning applications), and associated legal agreements which can cover such matters as long term management arrangements and funding, which cannot be addressed through planning conditions.

2.6. The vision for the development of the Block Fen / Langwood Fen area over the coming years is shown in the following four indicative maps, with 'snap shots' of the development shown for the different phases of the project. It is currently anticipated that mineral extraction will be completed by around 2057.

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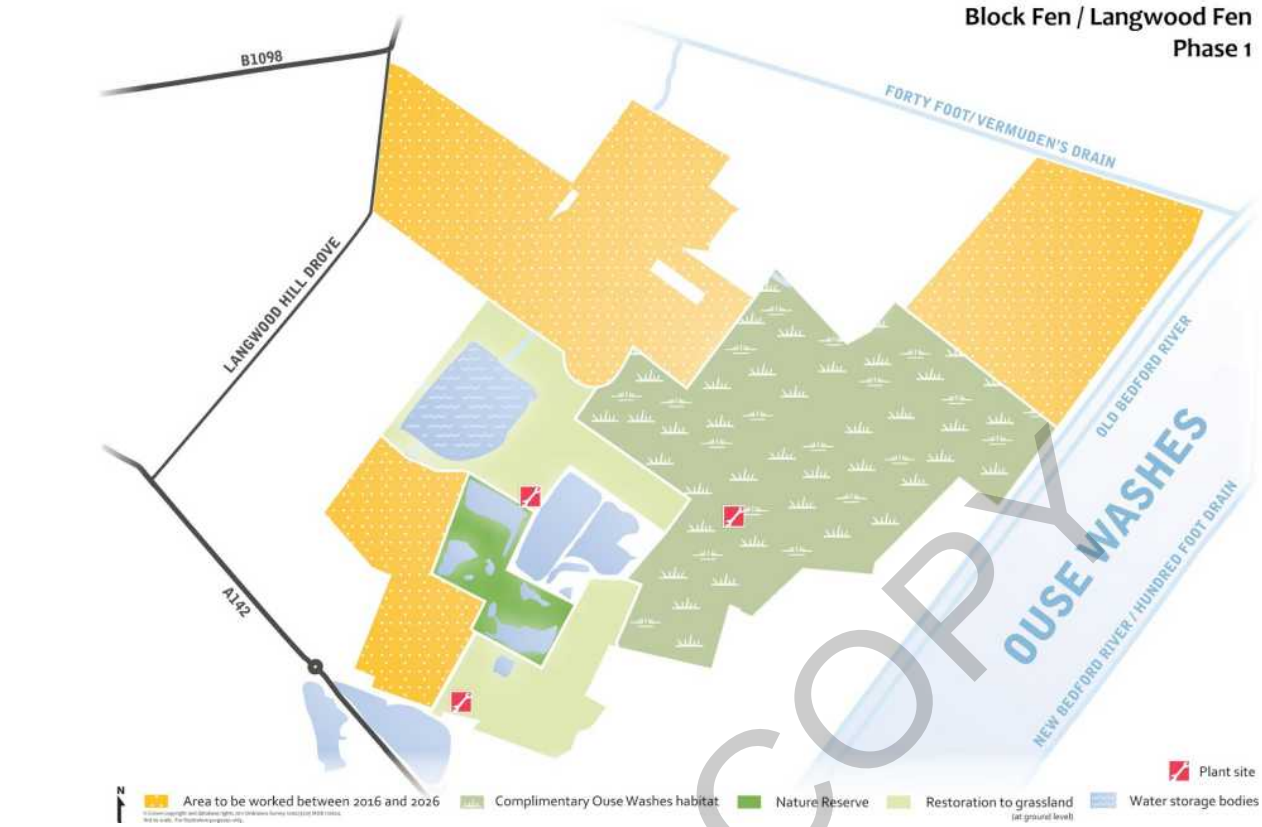
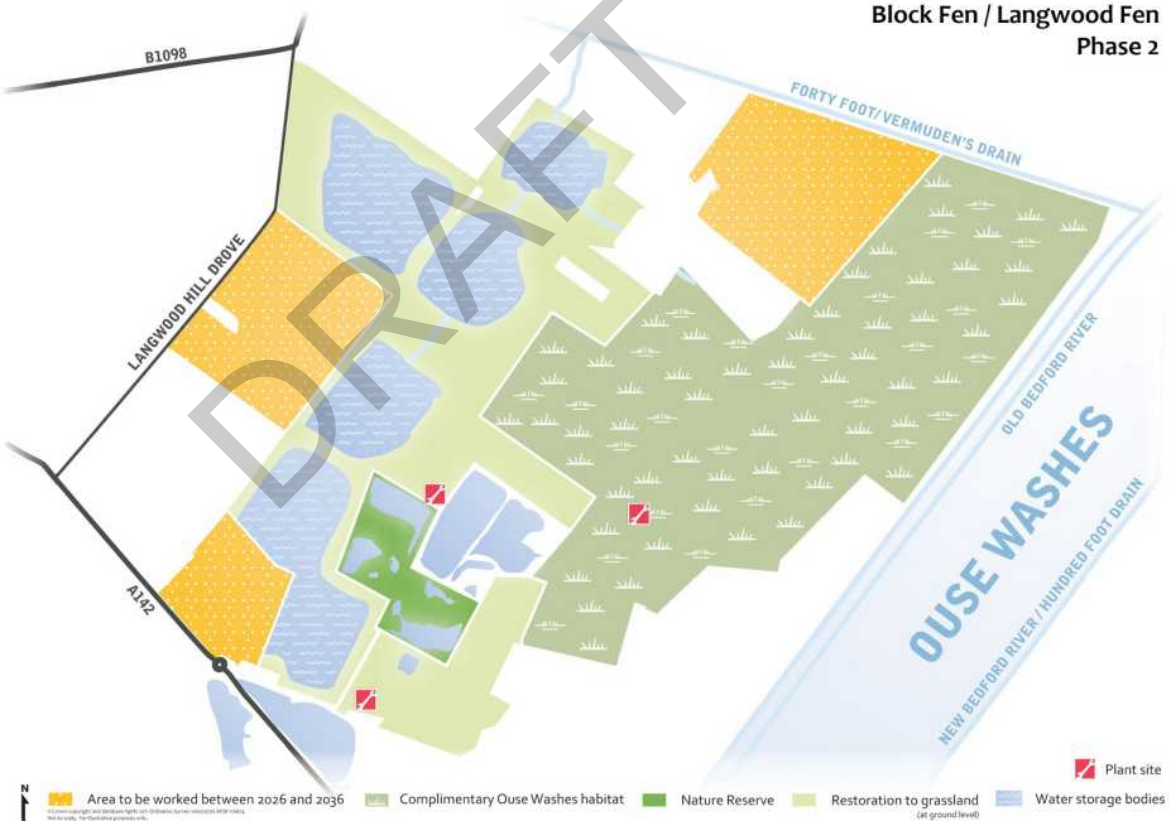
Figure 1: Indicative Phasing Plans





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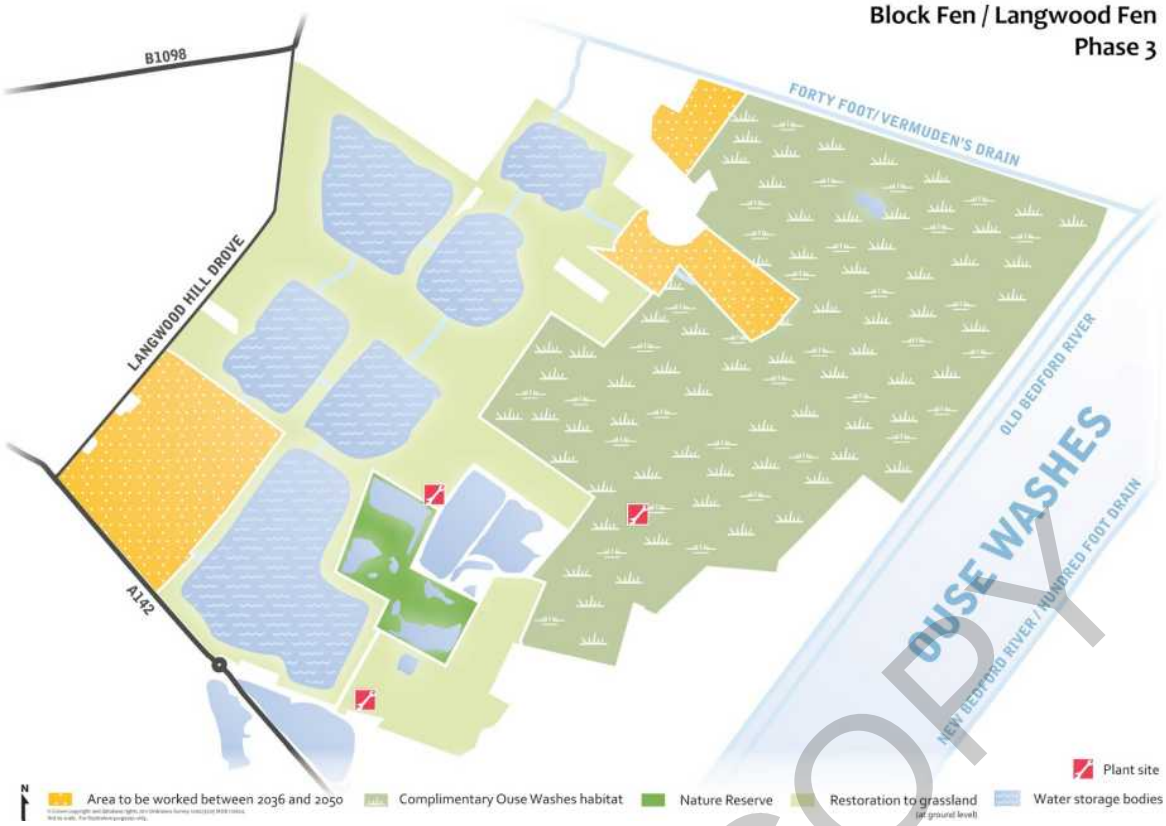
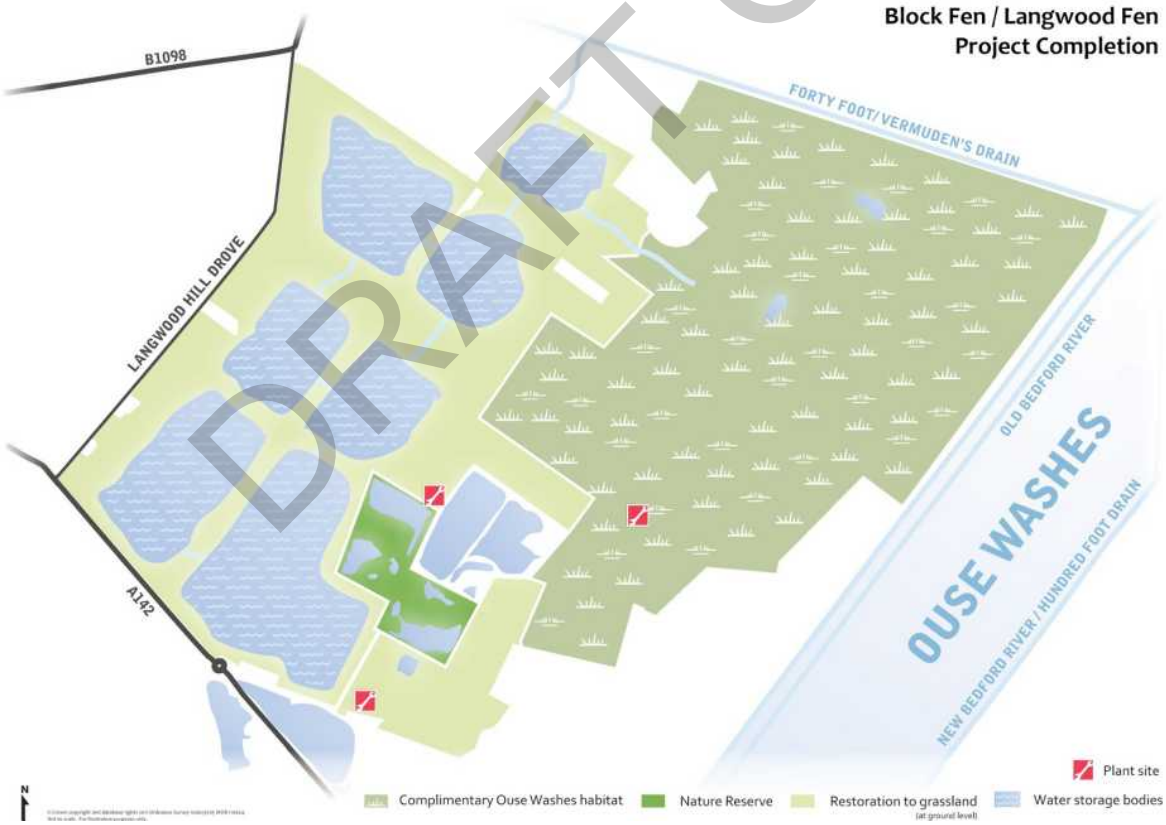

Block Fen / Langwood Fen
Phase 3
B1098
LANGWOOD HILL DROVE
A142
FORTY FOOT/VERMUDEN'S DRAIN
OLD BEDFORD RIVER
OUSE WASHES
NEW BEDFORD RIVER / HUNDRED FOOT DRAIN
Plant site
Area to be worked between 2036 and 2050
Complimentary Ouse Washes habitat
Nature Reserve
Restoration to grassland
Water storage bodies


Block Fen / Langwood Fen
Project Completion
B1098
LANGWOOD HILL DROVE
A142
FORTY FOOT/VERMUDEN'S DRAIN
OLD BEDFORD RIVER
OUSE WASHES
NEW BEDFORD RIVER / HUNDRED FOOT DRAIN
Plant site
Complimentary Ouse Washes habitat
Nature Reserve
Restoration to grassland
Water storage bodies

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3. Phasing and Working of Reserves

The Need for Sand and Gravel

3.1. Substantial housing and employment, and supporting development, is planned for Cambridgeshire and Peterborough over the coming years. In addition major transport development will be taking place.

3.2. All this new development requires raw materials. On average a house requires 60 tonnes of sand and gravel, and one kilometre of new dual carriageway requires 200,000 tonnes of sand and gravel.

3.3. When this Master Plan was first written the Government had set out the amount of sand and gravel that was to be supplied by the East of England Region. This amount was shared between all the mineral planning authorities in the Region. Cambridgeshire and Peterborough, who prepare their land use plans together, had to provide a minimum of 2.8 million tonnes of sand and gravel each year. To provide some flexibility the Authorities planned on the basis of 3.0 million tonnes per year until 2026. Cumulatively this added up to 60 million tonnes.

3.4. In addition Cambridgeshire and Peterborough were faced with a number of 'older' quarries in their area coming to the end of the reserves they were allowed to extract, and closing down. This posed a problem in terms of the loss of production units. It had been estimated that by 2013 there would have been shortfall of 'production capacity' which, if the Plan had not been in place, would have risen to around half a million tonnes per annum by 2016 increasing to 1.8 million tonnes per annum by 2026 and beyond.

3.5. In order to meet the forecast shortfall in supply, some new sites, but primarily extensions to existing sites, were identified in this area for the future extraction of sand and gravel in the Minerals and Waste Core Strategy. This new Local Plan continues to identify the need for future extraction of sand and gravel.

The Location of Sand and Gravel Extraction

3.6. Previous proposals required the area to be restored to an agricultural after use, at either existing ground level following infilling, or to a lower level with secure arrangements for the pumping of surface water from sumps.

3.7. The previous Cambridgeshire and Peterborough Minerals and Waste Core Strategy identified that the Block Fen / Langwood Fen area should be extended further to provide a strategic long term resource for the extraction of sand and gravel. The Core Strategy therefore allocated a further area of around 856 ha, with estimated reserves of 24 million tonnes. The Core Strategy also set a revised framework for restoring the area. The previous Core Strategy allocation, and its restoration principles, has been retained in this Minerals and Waste Local Plan.

3.8. The map below (Figure 2) shows indicatively the areas of existing quarries, and the areas which are being allocated. In practice buffers may need to be considered e.g from the A142 to support any engineering structures.

3.9. In addition there are known archaeological interests in the allocated area, including ring ditch remains of Bronze Age burial mounds, remains of an Iron Age settlement, and undated crop marks of probable prehistoric origin. Full archaeological evaluations are likely to be required to

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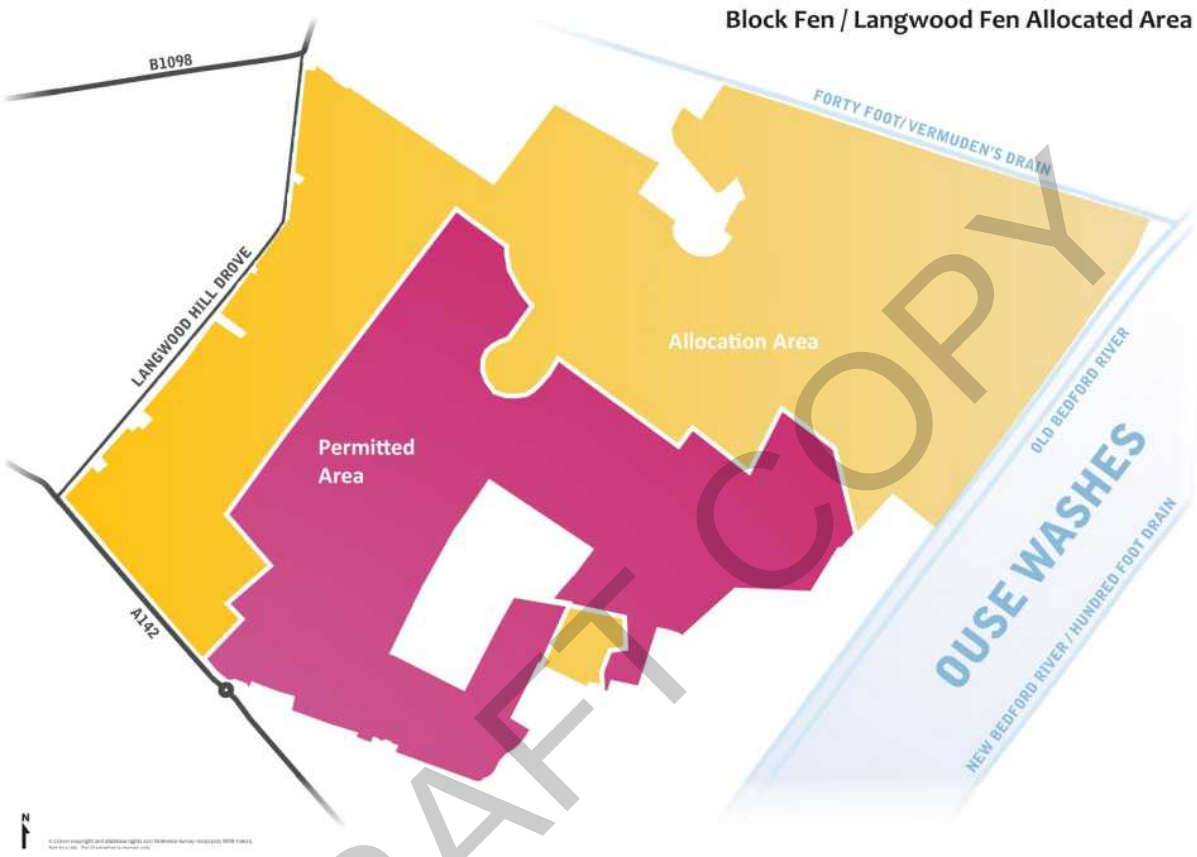
accompany any planning application, and these should take account of the potential risk of de-watering and the impact this may pose for archeology. The most important area of archeological interest is on the western edge of the site, adjacent Langwood Fen Drove. The results of the archaeological investigations will determine what mitigation measures may be required and if the detailed extraction area needs to be modified.

Figure 2: Block Fen / Langwood Fen Allocation Areas



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Phasing and Working of Reserves

3.10. In order to help provide the required supply of sand and gravel, the Block Fen / Langwood Fen area needs to produce an annual average of 1.1 million tonnes of sand and gravel from 2016 to 2036 with a remaining reserve of 18.3 mt to be worked post 2036.

3.11. The allocation that was made by the Minerals and Waste Plan Core Strategy and has been retained in this Minerals and Waste Local Plan has been shaped by a number of considerations, including the unique proposed after uses. This comprehensive approach has led to a significant area being allocated, one which will help to provide for our sand and gravel needs to 2036 and beyond.

3.12. The extraction of this sand and gravel should be managed carefully so as to husband this important resource. This should be achieved through the planned gradual working of reserves. This should ensure that there is a continuous supply to meet our needs, whilst

securing the progressive restoration of the worked out areas.The total reserve for the new allocations in the Block Fen / Langwood Fen area is estimated at just over 21.4 million tonnes.

3.13. It is acknowledged that allocations of this magnitude are not common, particularly where a substantial amount of the provision is being made for the post plan period. This situation has come about through recognition of the unique contribution that quarry restoration in this area can make i.e. in the creation of enhancement habitat for the Ouse Washes and more sustainable flood risk management for the Cranbrook / Counter Drain catchment. Together these can play a significant role in enhancing the Ouse Washes SSSI as is required of the County Council under duties in the Countryside and Rights of Way Act 2000 and delivery of the Environment Agency's adopted Cranbrook / Counter Drain Strategy. In order to deliver these important wider objectives a comprehensive and long term approach has to be taken.

3.14. It is also necessary to provide the minerals industry and land owners with a clear long term strategy, with greater certainty regarding the development of the area, especially given the need to change the agreed restoration proposals of existing quarries.

3.15. The reserves in the Block Fen / Langwood Fen area are known to be of good quality, and in terms of depth vary from around 4 metres in the eastern side of the site, to around 8 metres in the west. This fits in well with restoration proposals where the deeper void created by extraction in western side of the site can be used for water storage, and the shallower eastern area can be used for the creation of extensive lowland wet grassland habitat to complement the Ouse Washes.

3.16. In order to help to control the release of the sand and gravel two ‘production areas’ have been defined, each with a production unit. These in part reflect the location of the existing quarry operations, but also have had regard to the following:

- production units / production areas are sufficient to contribute to the forecast need for sand and gravel;
- the need to consider the deliverability of proposals by taking into account known land ownership and land options;
- that all access should be taken from the existing Block Fen roundabout; and
- the need to reconsider and change existing restoration proposals in the context of the wider proposals of the Minerals and Waste Local Plan.

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

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

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

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3.18. The working of each production area should reflect the phasing shown in Figure 1 for the working of reserves. Planning applications should provide a detailed phasing diagram showing how the mineral will be worked and how the site will be progressively restored to the planned after uses. Block Fen / Langwood Fen acts as a buffer for the Ouse Washes because it supports very few potential predators which may harm ground nesting birds, any phasing and restoration proposals should recognise this and ensure that the role of the area in this respect is not compromised.

3.19. The forecast production capacity of these areas confirms that the Block Fen / Langwood Fen area should be producing an average of around 1.1 million tonnes per annum from 2016 to 2036.

Hydrogeology

3.20. When the site is worked dewatering is likely to be necessary during the extraction phase, and construction of the inert landfill. Where dewatering is licenced, an application for a dewatering licence will be required, and this will need to demonstrate that there are minimal off-site impacts to other water users and the environment, or that these impacts are mitigated. (The potential impact of de-watering on archeological remains is highlighted in paragraph 3.9 above).

3.21. As part of the site restoration a large impermeable barrier to flow should be created in the aquifer (associated with the water storage bodies and the creation of new enhancement habitat). Groundwater monitoring should be undertaken by the mineral operator prior to development to characterise the existing flow pattern within the aquifer. Once this is established, full details should be given of the measures which will be put in place to minimise long-term changes in groundwater flow patterns. Ditches in hydraulic continuity with the groundwater in the sand and gravel aquifer are likely to be one of the main mitigation measures, but a full description of how these will function will be needed.

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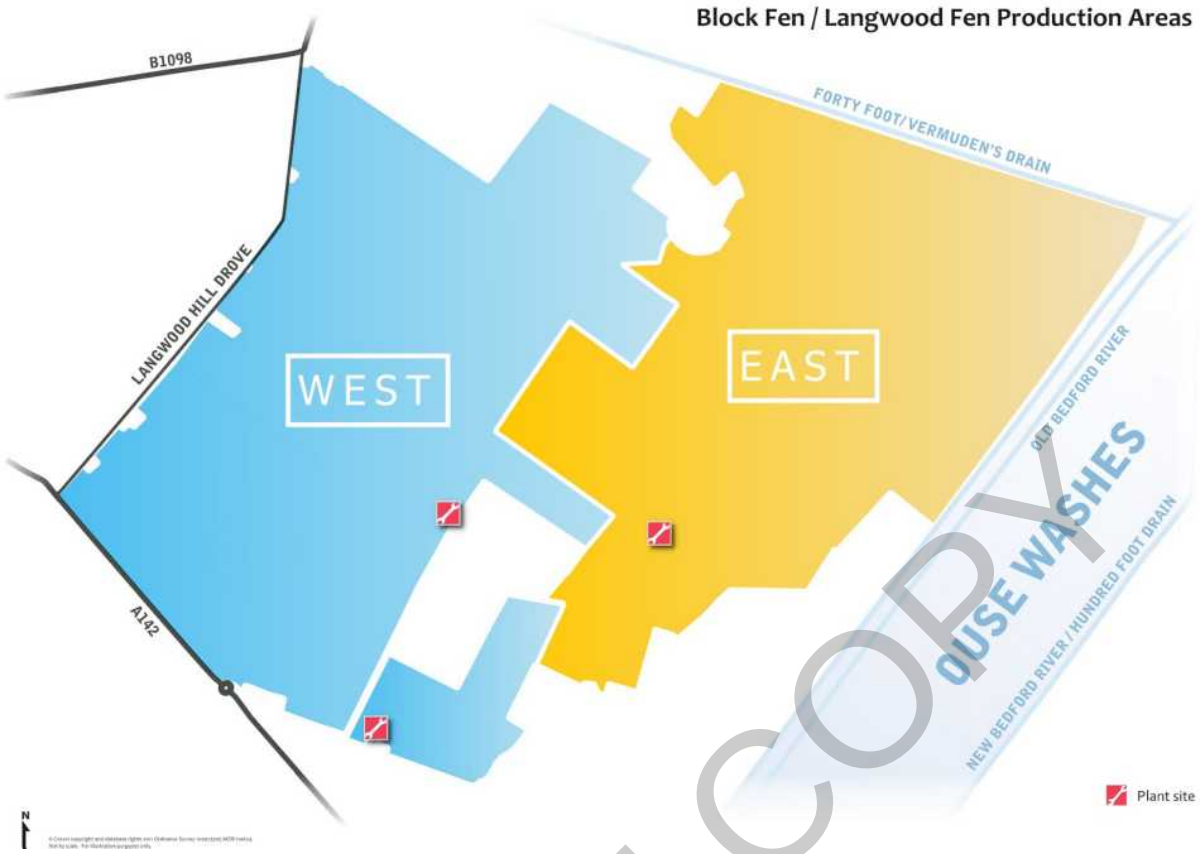
Figure 3: Block Fen / Langwood Fen Production Areas



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4. Waste Recycling and Disposal

The Need for Waste Recycling and Disposal

4.1. Over the coming years the construction of new housing and other development is going to give rise to a significant amount of material such as soils, sub soils, bricks, concrete, and other construction and demolition waste. These materials are often called 'inert' materials, which mean that they do not readily decompose or rot when disposed of. Although they are called 'waste' because they are not needed at the place where the development is taking place, these materials are actually a valuable resource which needs to be managed in a sustainable way.

4.2. It is possible to recycle construction and demolition materials by separating, crushing, and grading them, so they can be re-used for new construction purposes. There are also opportunities to blend materials to meet specific requirements. This reduces the amount of virgin sand and gravel and other materials that are required, helping to conserve a valuable resource.

4.3. In Cambridgeshire and Peterborough it has been forecast that just over 34 million tonnes of construction, demolition and excavation (CD&E) waste should be managed over the plan period (between 2016 and 2036). Targets for CD&E waste (excluding EWC170504) include recovery of 90% and a maximum of 10% disposal to landfill by 2030. Forecast arisings and management methods for CD&E waste up to 2036 are set out in the table below.

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

		2017	2021	2026	2031	2036
Total CD&E waste arisings		**1.649**	**1.649**	**1.647**	**1.641**	**1.637**
Preparing for reuse and recycling	Materials recycling	0.176	0.173	0.179	0.182	0.182
	Compost	0.039	0.028	0.029	0.030	0.029
	Inert recycling	0.075	0.054	0.055	0.056	0.056
Other recovery	Energy Recovery - wood waste	0.001	0.002	0.002	0.002	0.002
	Soil treatment	0.112	0.095	0.097	0.099	0.099
	Inert recovery*	0.715	0.755	0.758	0.759	0.757
Total recovery		***1.118***	***1.106***	***1.120***	***1.128***	***1.126***

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

** Inert recovery includes beneficial deposit of inert waste to land associated with the restoration of mineral extraction sites with extant permission. (Source: Waste Needs Assessment, Cambridgeshire and Peterborough Minerals and Waste Local Plan (2016-2036) Proposed Submission Document, June 2019).*

4.4. The remaining inert CD&E waste that is not recycled for aggregate or other uses, will primarily be used for quarry restoration proposals or disposal to inert landfill sites. It has been calculated that in order to accommodate this material, provision should be made for 19.917million tonnes of inert recovery and landfill voidspace across the Plan area between 2016 and 2036. The Block Fen/Langwood Fen Master Plan area will need CD&E waste to facilitate delivery of the identified restoration outcomes. It is estimated that the sites allocated in the Plan that form part of the Block Fen/Langwood Fen area could accommodate 7 million cubic metres (around 12 million tonnes) of inert fill until the end of 2036. Some of the material sent to recycling facilities will turn out not to be inert material (less than 12%), this will require other forms of treatment or disposal to non-hazardous landfill sites.

4.5. In order to achieve our recycling rates we need more recycling facilities. Inert recycling facilities are often located at quarries and landfill sites because they can normally be accommodated without detriment to the environment or local communities. In addition there are opportunities to build upon synergies between the different activities on site e.g. landfill sites offer a place to dispose of the materials that cannot be recycled, virgin and recycled materials can be blended as necessary.

4.6. The need for places to dispose of the inert waste that cannot be recycled is also pressing. There is already a shortage of sites and the situation has been made tighter as a result of changes to national policy, which now requires landfill sites to be in areas where there is no risk of prejudicing any underground water resources i.e. aquifers. Aquifers providing drinking water cover extensive areas of land in South Cambridgeshire and thus landfill sites will be harder to find in the future. Areas having underlying clay are likely to be more favourable locations for landfill disposal sites.

The Location and Level of Inert Recycling

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

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The Location and Level of Waste Disposal

4.8. The amount of space proposed to be created for the disposal of construction waste (inert waste) is linked to the location and depth of the sand and gravel extraction that will take place in the sub areas, and the restoration proposals to return the land to new lowland wet grassland adjacent to the Ouse Washes, or to agricultural grassland around the water storage areas. The lowland wet grassland and the agricultural grassland surrounding the water storage bodies will require construction waste to be restored to ground level.

4.9. The methodology for the creation of new lowland wet grassland uses inert materials to fill the void created by mineral extraction, and to return it back to its previous level (see Section 5. Enhancement Habitat).

4.10. It is planned that approximately a total of 480 hectares of land will be returned to lowland wet grassland and land around the water storage bodies will be returned to ground level, both creating capacity for the disposal of construction waste. It is estimated that around 13 million cubic metres of void will be created. This will make a significant contribution to addressing the need for inert waste disposal.

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

Table 3. Provision for disposal of construction waste

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5. Enhancement Habitat

Enhancement Habitat for the Ouse Washes

5.1. The Block Fen / Langwood Fen area lies immediately adjacent to the Ouse Washes. The nature conservation importance of this extensive area of seasonally flooded washland and wet grassland has been recognised by national (SSSI), European (SPA and SAC), and international (Ramsar site) protective designations.

5.2. The Washes plays host to important populations of breeding and wintering birds, including nationally important numbers of the Western European / West African breeding population of black-tailed godwit along with other breeding wader species such as snipe and redshank. Since the 1970's there has been a deterioration in the quality and quantity of wet grassland habitat, mirrored by declines in numbers of breeding waders and some winter duck species such as wigeon. This deterioration has been largely attributed to an increase in the frequency of spring and summer flooding events along with increased depth and duration of floods, although nutrient enrichment from the water entering the site is also a contributory factor. The site is therefore in an 'Unfavourable' condition and has been entered on the Montreux Record as a 'failing' Ramsar.

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

5.3. Through European legislation, the UK Government has a responsibility to address the deterioration on the Ouse Washes. As a result, it set up the Ouse Washes Steering Group comprising members from Defra, Natural England (then English Nature), the Environment Agency, and the RSPB to consider solutions to address the problems. Such solutions included considerations of water quality, improving drainage of water exiting the Washes and the option of creating replacement habitat off-site.

5.4. As a result, the Ouse Washes Habitat Replacement Project was born and is led by the Environment Agency. The aim of the Project was to create 1008 hectares of high quality lowland wet grassland near to the Ouse Washes by 2014.

5.5. Whilst the habitat creation at Block Fen / Langwood Fen lies outside the timescales for the Ouse Washes Habitat Creation project, the creation of lowland wet grassland in this vicinity will be directly linked to the special interests of the Ouse Washes and will complement the habitat created by this scheme, and vice versa. In particular the creation of new wet grassland habitat following mineral extraction will provide alternative suitable habitat for

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breeding ground nesting waders and wintering wigeon to use when water levels are too deep or flooding too extensive on the Ouse Washes.

5.6. In order for any new enhancement habitat to be successful in attracting the species of birds which would normally nest on the Ouse Washes, it needs to be as close as possible, and ideally be immediately adjacent to the Ouse Washes. This requirement limits the geographical area that could potentially host new lowland wet grassland, and helps to make the Block Fen / Langwood Fen area a prime location.

5.7. At a national level broad targets are included within the Government's Biodiversity 2020: A strategy for England's wildlife and ecosystem services. These filter down to County level and the local Biodiversity Action Plan, which details targets and actions for more specific wetland habitats such as lowland wet grassland.

5.8. Mineral and waste planning authorities including Cambridgeshire and Peterborough also have obligations to further the conservation and enhancement of national Sites of Special Scientific Interest, which includes the Ouse Washes.

5.9. Over the longer term, the storage water bodies may have the potential to address some of the water level problems on the Washes by storing water that would otherwise be pumped into the Ouse Washes. The creation of lowland wet grassland habitat in this vicinity will undoubtedly be of enhancement value to the Ouse Washes and is directly linked to the special interest features of the site. It will contribute significantly to other regional and local targets, including regional and local Biodiversity Action Plan targets. It will also complement the development of the Great Ouse Wetland which recognises that within a mix of ownerships, a major wetland complex extending over 2000 hectares and 22 miles alongside the Great Ouse already exists. Additional land will provide new access and promotional opportunities.

The Location of the Enhancement Habitat

5.10. As already noted any enhancement habitat must be located close to, and ideally immediately adjacent, to the Ouse Washes. When the creation of such habitat is being delivered through sand and gravel extraction its possible location is also influenced by the distribution of sand and gravel reserves. Fortunately in the Block Fen / Langwood Fen area economic sand and gravel reserves abut the Ouse Washes, which means the site offers a perfect location for the creation of new lowland wet grassland. The Block Fen / Langwood Fen site is also directly opposite Coveney which is a priority area for the Environment Agency's Habitat Creation Project. If both these areas were to be developed, they would complement each other and provide significant added value through the increased area of contiguous wetland.

5.11. The area where wet grassland is proposed to be created following mineral extraction is shown on Figure 1 Indicative Phasing in section 2. The Vision. This totals around 480 hectares in the east and north east sector of the Block Fen / Langwood Fen area.

Methodology for Creating Enhancement Habitat

5.12. A methodology for the creation of lowland wet grassland has been drawn up and is set out in Annex 2. However, in brief, following the extraction of the sand and gravel the base and sides of the void will be lined with compacted clay to an agreed specification, and filled with inert waste which will raise the land towards to its previous level. The inert waste will then be sealed in also using compacted clay. A 'cell' containing the waste will thus be formed.

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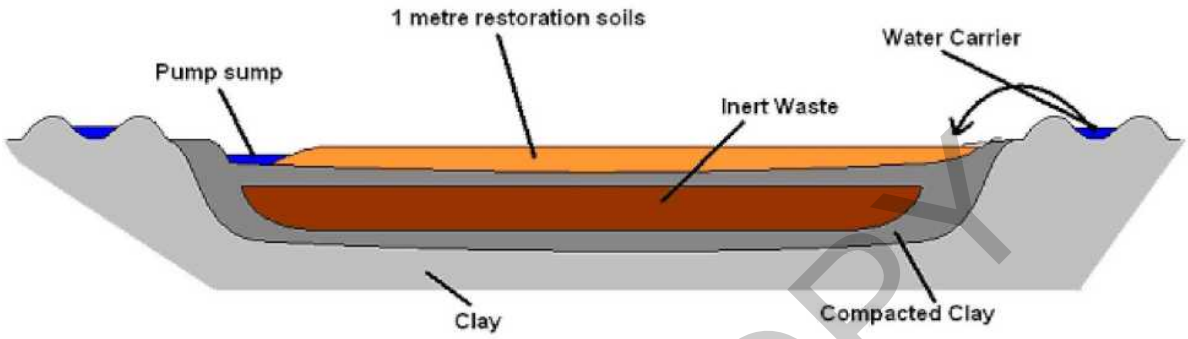
Subsoils will be placed on top of this cell, with peat forming the top layer to return to original contours. These soils will support the lowland wet grassland which will be created, and the water levels will be controlled by water carrying channels at the edge of the cell and a sump. This will enable the environment to be controlled and the grassland to be wetted and drained as required. Figure 4: A schematic cross section of a wet grassland area is provided below.

Schematic cross-section of wet grassland quarry restoration following inert landfill



5.13. As mineral extraction is taking place over a long period of time the extraction of sand and gravel and the creation of lowland wet grassland will be done on a phased basis. There will therefore be a number of wet grassland cells created. Any planning application should set out details of phasing and the location and extent of cells and arrangements for water supply and removal. Given the amount of inert waste that is arising in the future, and the difficulty of finding suitable places for its disposal, the formation of the lowland wet grassland is unlikely to be limited by the availability of the fill material.

5.14. The habitat that will be created will require careful management in terms of the flows and availability of water. The waders for which the wet grassland will be created feed on invertebrates below the soil surface by probing the soil which needs to be kept moist through the spring until early June. High water tables also increase the number of invertebrates near the soil surface.

5.15. The wet grassland features, which are made up of surface scrapes, foot drains and furrows will therefore need a supply of water to replenish them during the winter period, so optimum water levels can be reached by the end of March or earlier if required. Water levels will then need to be maintained in these ground features during the early part of the breeding season, and allowed to fall towards the end of the season.

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

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5.17. The methodology for the grassland cells also includes the creation of sumps for pumping water off the grassland area should this be necessary.

Block Fen Pilot Project

5.18. A trial restoration has been undertaken following an agreed methodology, creating about 10 hectares of lowland wet grassland. Whilst this area is too small to attract significant populations of nesting bird populations, it provided a valuable opportunity to inform the methodology in terms of its design, implementation (including hydrological characteristics), and management needs of the habitat.

5.19. Following gravel extraction, inert fill and clay capping, the stockpiled subsoil and topsoils were placed to bring the finished site level back to the original field level. A specialist grass seed mix suitable for wet grassland habitat was sown, with good germination being achieved. Specialist machinery created "Dutch polder style surface furrows" along with a shallow pool scrape. Water control infrastructure has been installed along with dipwells, to monitor water levels. Lessons have been learned, all of which can be implemented on the next phase of works, these include using more accurate methods to level soils and minimising compaction of the subsoil. The vegetation structure is developing and grazing has been introduced, and invertebrate populations are being monitored and will develop as the wetland becomes established. The early conclusions are encouraging and show that conditions suitable for breeding wading birds are being created.

Long Term Management of the Enhancement Habitat

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

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Above: Ouse Washes (Courtesy of RSPB)

5.21. The lowland wet grassland will therefore be passed to an appropriate body with experience of managing such special grassland, and this body will take over the long term management and regular monitoring of the land. Given that the extraction of sand and gravel in this part of the site and its restoration to lowland wet grassland will not be complete until around 2048, this will be done on a phased basis.

5.22. The details of this arrangement should be secured through a legal agreement between the relevant parties involved, including the mineral and waste operators, land owners, and relevant competent bodies (drainage and nature conservation). This agreement must be in place before any planning permission will be granted.

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6. Water Storage

The Need for Irrigation Water

6.1. The Block Fen / Langwood Fen area lies in the 'Middle Level' area which extends to around 70,000 hectares, much of which lies below sea level. The area is largely fenland, and being reclaimed land has a long history of being artificially controlled through man made drainage schemes. The most extensive of which is the Old and New Bedford Rivers between Earith and Denver, constructed by the Dutch engineer Cornelius Vermuyden.

6.2. The Middle Level Commissioners are now responsible for land drainage in the area which lies between the River Nene to the north west and the Great Ouse (Old Bedford River) to the east, and which is bounded by low clay hills to the south and west and by the marine silts of Marshland to the north. The area is divided into 39 Internal Drainage Districts and is served by a large number of pumping stations.

6.3. With the area having some of the highest quality soils in the Country, the main use of land is for agricultural purposes. The Fens produce a wide range of flowers, fruit and vegetables, including potatoes, carrots, sugar beet and salad vegetables.

6.4. National planning policy promotes adaptation to climate change and the management of flood risk. Part of this involves the sustainable use of water resources including the development of winter water storage schemes. These schemes involve water being caught and stored in the winter, and used in the summer as spray irrigation water. The advantage of such a water supply is two fold. Firstly it enables the continued production of good quality crops, and secondly it helps to prevent the erosion of the peaty soils by keeping them moist and stopping them from becoming dried out and being 'blown away' by the wind.

6.5. The use of water for irrigation purposes is regulated by the Environment Agency through abstraction licenses. These allow farmers to use a certain amount of water for irrigation purposes. The peak period of demand for water extends from around mid June and through July, which often coincides with 'drought' conditions. In the Middle Level area licenses are in place, which allow the abstraction of water. If available, licenses permit up to 140,000 m3 of water per day can enter the Middle Level area from the River Nene at Stanground.

6.6. However, there are also times during the summer when, despite abstraction licenses and other measures being in place, abstraction of water is restricted e.g. to night time, or 4 days a week, and there is a shortfall of available water for agricultural irrigation purposes.

The Need for Flood Water Storage

6.7. In addition to the irrigation needs off site, there will also be a need for water to maintain the planned wet grassland enhancement habitat (see Section 5). This should be the priority, and when required water should be drawn from the water storage areas.

6.8. Climate change is increasing river flows and giving rise to the potential for more frequent flooding. Water storage areas are vitally important as they offer the capacity to hold floodwater and release it when river levels have dropped. However, where circumstances allow, the water can also be used for other purposes including water supply for summer irrigation.

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6.9. The Environment Agency in their approved Cranbrook Drain / Counter Drain (Welches Dam) Strategy Study, has considered the long term management of the Cranbrook / Counter Drain catchment, which is an area lying west of the Counter Drain. As part of this review they have suggested that their preferred option is the creation of flood storage capacity through one or more water bodies. These would store flood water which would otherwise be pumped into the Ouse Washes, thereby helping to secure a more sustainable way to manage flood risk.

6.10. The creation of water storage bodies could also provide a significant contribution in finding a solution to addressing the future of the Welches Dam pumping station which is in need of replacement in the future.

6.11. To manage the risk of flooding and mitigate climate change the Environment Agency is looking to maintain a flood risk of 1 in 25 years, so is looking for water storage to accommodate 16.5 million m3 (approximately 24,100 m3 per hectare in water storage areas). The Block Fen / Langwood Fen area could contribute significantly to this scheme. Water from the Counter Drain could be transferred into the reservoirs either via the Forty Foot or by a parallel channel. If water transfer was to be achieved via the Forty Foot these leakage control measures would be required which could be addressed through quarry engineering.

The Location and Creation of Water Storage Bodies

6.12. The location of the water body is important. Having a large expanse of water too close to the Ouse Washes will attract predatory birds such as Herring and Lesser Black-backed gulls, which will eat the eggs and chicks of the ground nesting birds that breed on the Ouse Washes. Yet too far away and the costs and feasibility of removing flood water from the Counter Drain become impractical. Equally the water storage body needs to be well placed to capture winter water for irrigation and to feed it into the wider carrier drainage system for farmers to use in the summer.

6.13. The extraction of sand and gravel in the Block Fen / Langwood Fen area will create voidspace which offers the opportunity for the creation of water storage bodies. The deepest sand and gravel on the site lies in the western side, reaching a depth of around 8 metres. The sand and gravel is underlain by stiff blue clay, which provides a suitable material for lining the void and ‘sealing’ the new water bodies from the hydrology of the surrounding area, as depicted on the Indicative Phasing Plan (Project Completion) , see page 13.

6.14. Any scheme of this nature would need to be completely clay lined and any embankments would need to be engineered and comply with the Reservoirs Act. Operators would need to consider the original ground contours depths of deposits and the available void space in order to calculate the capacity of storage and other uses. Groundwater would also need to be monitored and modelled to show that there are no adverse impacts on the surrounding area and the surrounding surface water drainage. Also, proposals would need to show to the Environment Agency’s satisfaction how water would be managed and transferred in and out of the storage areas. Any proposals involving inert landfill in the creation of the flood water storage would need to ensure that imported waste would not come into contact with the groundwater, and infilled areas would need to be fully lined with clay. Any imported waste would also be subject to strict waste acceptance criteria.

6.15. Fortunately the western side of the site also meets the criteria for a good location for the water bodies:

- it is far enough away from the ground nesting birds on the Ouse Washes;

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- it is close enough to enable water transfer from the Counter Drain to the water storage body during times of unseasonal flooding;
- it is well placed to intercept water which would normally enter the Counter Drain via the Mepal Pumping Station, and close to the Horseway Lock on the Forty Foot so water can be transferred into the Middle Level at its highest point, enabling it to supply the whole catchment area with irrigation water; and
- it is well placed to manage the interface between the water bodies and the new lowland wet grassland habitat.

6.16. The amount of water storage space that can be created is influenced by the form and number of the proposed lakes. It is possible to form one very large water body, but whilst this may provide more storage capacity in the long term it also poses problems in terms of delivery, as different landowners and mineral operators are involved, and they will be extracting over different timescales. Equally in terms of design a large water body may be more prone to wave erosion and will require additional maintenance. Having this in mind the water storage should be provided by a number of smaller lakes. Whilst these may appear to be separate, they should be engineered so they are hydrologically linked, enabling water storage to undertaken in a strategic way.

6.17. It is proposed that six or more smaller water bodies will be formed, with the aim of achieving a minimum of 10 million m3, but ideally 16.5 million m3 of water storage capacity (approximately 14,600 m3 to 24,100 m3 per hectare in the water storage areas). These water bodies will be created in a phased way, corresponding to the timing for mineral extraction, with progressive restoration taking place. This should give rise, as a minimum to the following capacity:

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

Table 4: Creation of Water Storage / Supply Capacity

6.18. The above table reflects the total minimum capacity of the water storage bodies, but to safeguard the engineering some water will need to be kept in them at all times, and there will be a 'rest level'. If there is a rest level of between 0.5 to 1.0 metres, the volume available for storing external water is between 6 million m3 in an average year, increasing to 7 million m3 in a dry year.

6.19. The water that would be transferred to the water storage bodies would largely be from the Counter Drain. However, the water storage bodies could also intercept and capture some of the water that would normally go to the Mepal Pumping Station, and then into the Counter Drain system. The records of the Mepal Pumping Station show that it would normally pump around 7.5 million m3 in a wet year, and around 5.5 million m3 in a drier year. Intercepting water before it reaches the pumping station would reduce pumping requirements, and associated costs.

6.20. In addition water would be captured by the water storage bodies through direct rainfall and any excess water coming from natural habitats. This could be in the order of between 1 and 2 million m3 per year.

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6.21. After taking into account the water requirements of the natural habitats that are planned on site, it is estimated that the water storage bodies could supply around 6.25 million m3 of water to the external area in a dry year, and 6.75 million m3 in an average year. This would make a significant contribution towards meeting the irrigation needs in the immediate and wider area, and can reduce the amount of water that enters the Ouse Washes system when they have capacity to accommodate it.

6.22. The alternative approach would be to return finished ground levels following extraction to match the lowest areas of the adjacent IDB district. The purpose of this final restoration level is to link the drainage of the flood storage area to the IDB drainage network to reduce, or if possible eliminate, the requirement for pumping systems to maintain suitable drainage conditions for continued afteruse and for evacuating stored flood waters. Linking groundwater levels within the storage area with the surrounding IDB system may also reduce or eliminate the requirement for clay lining, or other similar impermeable barrier, of the storage area.

6.23. The Environment Agency would also seek to include a number of lakes within the restoration of the site. These lakes would again be maintained in continuity with the IDB system to provide a storage volume for flood events. The purpose of this would be to contain more frequent flood events, for example 1 in 5 year to 1 in 10 year flood return periods, within the lakes. For the less frequent events there would be some over topping of the lakes within a defined and contained area. However, owing to the infrequency of these events it is expected that the remaining land can have other uses i.e. complementary grassland.

6.24. During the larger, less frequent events there may be a requirement for containment embankments to provide the additional storage above existing ground level.

6.25. A detailed study is to be undertaken by the appropriate bodies to help determine the most suitable option for flood management and to set operating rules for the flood storage area. The design and operating rules will consider how to optimise flood storage whilst minimising adverse impacts to others.

6.26. As each storage area will potentially be a Large Raised Reservoir as defined under the Reservoirs Act, legal guidance on how to register, appoint a panel engineer, produce a flood plan and report an incident should be followed https://www.gov.uk/guidance/reservoirs-owner-and-operator-requirements. In particular, a construction panel engineer should be appointed to oversee the project at the earliest opportunity (at least by the start of the design stage) in order to ensure compliance with the Reservoirs Act. Further guidance can be obtained by emailing the Environment Agency reservoir safety team reservoirs@environment-agency.gov.uk, or by post: Reservoir Safety Team, Environment Agency, Manley House, Kestrel Way, Exeter, Devon, EX2 7LQ.

Landscaping

6.27. The form of the landscaping for the margins of the water storage areas is important. The margins of the lakes will fall within the buffer area of the lowland wet grassland and therefore should be complementary in its nature. The long term management regime should be appropriate, and should preferably be dry grazed grassland.

6.28. The land should also retain its open character, with minimal trees and hedges. Such features can host predators such as corvids and foxes which would eat the ground nesting birds (and their eggs) occupying both the Ouse Washes, and the newly created lowland wet grassland.

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6.29. Managing the area in the way set out above will preserve the existing open landscape character of the Fens, and will increase the ecological value of the new lowland wet grassland.

Long Term Management of the Water Storage Bodies

6.30. Securing appropriate long term management of the water bodies and their margins by one or more competent bodies is critical, and this will form an essential part of planning obligations associated with any grant of planning permission.

6.31. The long term management and monitoring of this area will therefore be passed to appropriate bodies with experience of managing the storage and supply of water, and specialised habitat. Given that it will take over forty years to complete the extraction of sand and gravel in this part of the site and to complete restoration to these uses, this will be done on a phased basis.

6.32. A competent body must be identified to maintain and manage the site in accordance with the design and operating rules. As already noted in paragraph 6.26, each storage area will potentially be a Large Raised Reservoir as defined under the Reservoirs Act, each individual reservoir may need to be registered before construction and may need a legal operator in perpetuity. These operators would be legally responsible for operating and maintaining the reservoirs under the Reservoirs Act and would need to appoint a registered panel engineer at all stages in the design, construction and operation of the reservoirs. As noted previously, the following website provides guidance on the Reservoirs Act: https://www.gov.uk/guidance/reservoirs-owner-and-operator-requirements. Alternatively, contact the Environment Agency reservoir safety team by email: reservoirs@environment-agency.gov.uk, or by post: Reservoir Safety Team, Environment Agency, Manley House, Kestrel Way, Exeter, Devon, EX2 7LQ for further guidance.

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

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7. Recreation and Leisure

Navigation

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

Above: River Cam

7.2. The lower reaches (Old West River and then the Ely Ouse) take boaters through the fenland landscape. The Bedford Rivers, also known as the Hundred Foot Drain (which is tidal) and Old Bedford River, were constructed as drains and run from the Earith area in the south towards the Denver Sluice area in the north. The Counter Drain is also navigable from Welches Dam Lock to the Old Bedford Sluice, although in practice this is problematical owing to the condition of the Lock, leakage of water from the Forty Foot, and the small window available when tidal levels are favourable at the Bedford Sluice.

7.3. The Environment Agency and the Middle Level Commissioners are navigation authorities, and have statutory duties in respect to maintaining navigation routes. The Environment Agency is the navigation authority, but the Middle Level Commission also has statutory duties in respect of maintaining navigation routes. Many improvements have been made which have contributed to the rise in the leisure use of the Fens. The Environment Agency and partners are working on developing a Fen Waterways Link which will connect the cathedral cities of Lincoln, Peterborough and Ely. This is a 20 year project which seeks to enhance the existing waterways, opening up 240 km of waterway including 80 km of new waterway for navigation. It will create a new circular waterway for recreation, tourism and the environment, through the Fens, and provide a focus for economic regeneration in the area. Indeed, it is estimated that The Link in total will potentially generate over 100,000 extra boat movements annually, contribute around £8 million per annum to the local economy, and provide over 500 permanent

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jobs. There will also be additional scope for increased unpowered craft and paddlesport activity.

7.4. In order to achieve the above objectives there is likely to be a need for more active water management to ensure navigation is serviced and maintained. The void left following mineral extraction within the Block Fen / Langwood Fen area will provide additional water storage capacity as part of the final restoration.

7.5. There is a clear opportunity to address the issue of the Forty Foot Drain, which is currently navigable only part of the year, owing to low water levels. Permitting mineral extraction south of the Forty Foot will enable the land along the length of the Forty Foot adjoining the Block Fen / Langwood Fen site to be 'sealed' on its southern side through quarry engineering, perhaps in advance of mineral extraction. This will help to stop the current migration of water out of the Drain, and will help address the lack of water in this stretch of the Forty Foot Drain, helping to maintain adequate water levels to allow navigation at any time.

7.6. This will contribute to the proposed new navigable link between the Forty Foot (Vermuyden's) Drain and the Counter Drain (Old Bedford River).

Recreation

7.7. At present informal public access into the Block Fen / Langwood Fen area is limited, focused on a limited number of public footpaths, and the linear paths which follow the banks of the Low Bank (west of the Counter Drain) and the Ouse Washes.

7.8. National planning policy encourages local authorities and others to make clear strategies for improving informal recreation, for both local residents and visitors. This is being taken forward by local policies and strategies, which seek to enhance recreation.

7.9. Through the creation of water bodies and new lowland wet grassland recreational activities in the Block Fen / Langwood Fen area will be increased. Although it will not be possible to provide for recreation in areas where active mineral extraction and restoration is taking place, as development progresses and restoration is completed, recreational provision will come on stream.

7.10. With regard to the lowland wet grassland area, access should be possible to this area throughout the year, although at certain times of the year direct access onto the wet grassland may have to be restricted as this would disturb ground nesting birds, but at other times more general access would be allowed for informal low key activities such as walking and bird watching.

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

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Above: Ouse Footpath

7.12. A network of paths will be provided with viewing points, with at appropriate places outdoor interpretation boards. An illustrative layout is provided in Figure 3 below. In the Block Fen / Langwood Fen area footpaths are often linear. If opportunities exist to create links with other footpaths, and / or to create circular walks, these should be investigated.

7.13. In due course a visitor centre will be provided, this will provide a focus for people visiting the area. The visitor centre will be located near to the existing lakes at Block Fen. As the development of the area will be phased, the visitor centre should also be approached in this way, starting with a limited car park and low key interpretation facilities. However, as the area expands this should be developed too, to provide a car park of around 150 spaces, a building around 500 m2 providing a tearoom, toilet and a multifunctional space. Flexibility to provide an educational function, and to extend the visitor centre and car parking in the future should also be retained. This is based on an assumed visitor level of 60,000 visitors per year, with a shared use of the centre between those wishing to use the nature reserve and / or the lakes for recreational purposes.

7.14. Ultimately this area will provide an important green space for the populations of nearby towns and villages, providing part of a wider strategic recreational strategy between Fenland, East Cambridgeshire and beyond.

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

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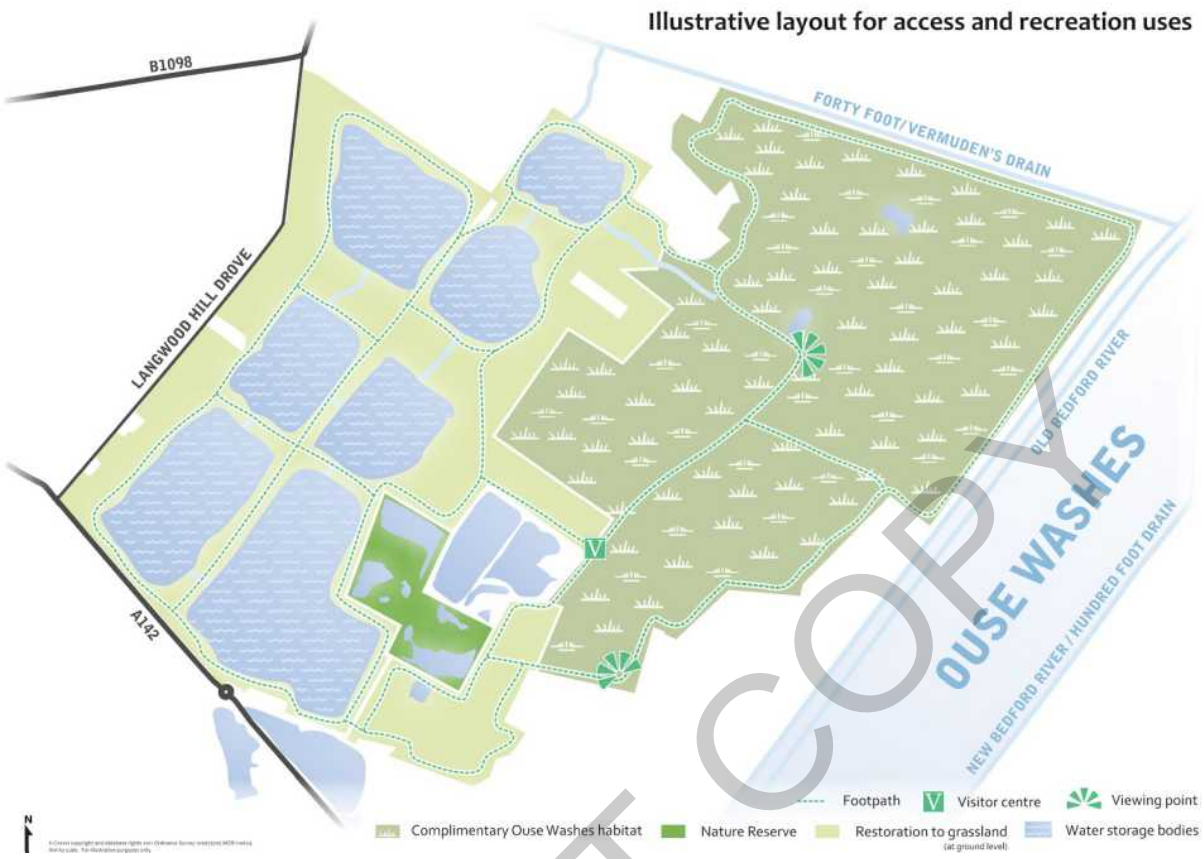
Figure 5: Illustrative layout for access and recreation use



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8. Traffic

(n.b. please note that this Section of the Master Plan is to be updated prior to publication in November 2019).

8.1. The location of sand and gravel reserves dictate where extraction will take place, and the traffic movements associated with this have to be managed to minimise adverse effects on the local communities and the highway network.

8.2. The existing mineral and waste disposal operations in the Block Fen / Langwood Fen area already give rise to lorry movements in the area, and as working and restoration of the site takes place, this will continue.

Traffic Movement

8.3. WIthin Phase 1 the focus of mineral extraction in the Earith / Mepal area will be primarily on Block Fen / Langwood Fen. In the short to medium term some quarries will be active, but these will then be replaced by existing and allocated sites in the Block Fen / Langwood Fen area coming on line. In terms of lorry movements the pattern will therefore gradually change, and there will be a significant increase in the overall current level of movements associated with Block Fen.

8.4. Lorry movements will also be generated by the movements of construction waste to the Block Fen / Langwood Fen area for recycling and then for disposal (and use in the creation of the lowland wet grassland).

8.5. A survey was undertaken on existing traffic movement (September 2007), and this was used to estimate potential traffic movements arising from the proposed uses at Block Fen. The results are set out below.

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

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

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

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Sustainable Transport

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

Water

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

Rail

8.9. The Block Fen mineral deposits are not located close to rail infrastructure. The nearest locations to the area are at Manea (existing rail line) or Chatteris (old railway formation).

8.10. In respect of the latter the former railway alignment south of Chatteris to Somersham, St.Ives and Cambridge has been largely compromised by a number of new developments including industrial development, infilling of cutting with waste, mineral extraction, new road construction and the Cambridge-St.Ives Busway. It has therefore been concluded that the use of this old formation to relay a railway to supply the Cambridge area with aggregates from Block fen is not feasible or deliverable.

8.11. The existing railway at Manea links to Ely and Cambridge. One siding exists at Manea station but vehicular access for any transhipment traffic from Block Fen would have to be gained through the village. The siding is also close to existing housing. The impacts associated with using any existing siding capacity at Manea would have local amenity implications which are considered undesirable.

8.12. Block Fen is located 5 km from the March to Ely railway. Notwithstanding the high cost likely to be associated with the construction of a new junction and branch line the following are also relevant considerations, namely:

- The market for sand and gravel is local with generally over 85% being sold within 25 miles of a quarry;
- No mineral users / waste generators in Cambridgeshire have facilities to receive sand and gravel by rail / dispose of waste by rail. Many customers already located close to major roads;
- Mineral and waste rail movements need to be in bulk (circa 1000 tonne loads) to be economic;
- The optimum break-even distance for rail distribution is between 100-150 miles (which would only facilitate out of county movements);
- High cost of establishing rail / road transhipment facilities (circa £3m);

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- High capital investment costs in annual train and wagon hire; and
- Costs of rail are 5 times more expensive than road alternative.

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

Traffic Management

8.14. The significant growth agenda in Cambridgeshire and Peterborough will bring an increase in traffic movements. A part of this, as outlined above, will be attributable to mineral and waste management activities supporting new and existing communities. This issue will require careful consideration in its entirety by the relevant organisations involved, including the local planning authorities, Highways England and local highway authorities.

8.15. Other policies in this Local Plan set out requirements in respect of traffic and highways. The Block Fen / Langwood Fen area is to be accessed via the existing purpose built roundabout junction on the A142 Ely to Chatteris road, which is the principal highway within the Master Plan area. This roundabout is considered to have more than adequate capacity to accommodate the traffic likely to be generated by the proposed mineral extraction and construction waste recycling and disposal activities, and the Highway Authority has advised that this should be the sole means of access to the site.

8.16. Within the site the main 'internal' road is Block Fen Drove. This passes adjacent properties and is narrow at certain points. The first part of this Drove has been improved and the second section is to be improved shortly. The grant of further planning consents will be conditional on this being undertaken.

Recreational Traffic

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

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9. Sustainable Use of Soils

9.1. The Earith / Mepal area is known to contain some of the best and most versatile soils in the Country, and this is reflected by part of the land being graded under the Agricultural Land Classification Scheme as Grades 1 and 2.

9.2. National planning policy seeks to protect high quality land and prevent its loss, and where it is going to be developed for an alternative use, it requires a scheme for the sustainable use of soils for the longer term.

9.3. A package for the sustainable use of soils can encompass a range of different aspects. This can include for example:

- ensuring land can be put back into agricultural use if required;
- relating restoration proposals to the soils resource;
- considering the wider benefits of proposals on the soil resource;
- securing appropriate long term management of the restored land and associated soils; and
- using surplus soils to improve areas of poor soils in the area.

9.4. A survey has been undertaken in order to obtain soils information to inform the preparation of this Master Plan. It has been established that the range of soils across the site is complex, with significant variation in texture both laterally over short distances, but also vertically down the soil profile.

9.5. In terms of topsoils these can be divided into three main groups, namely peaty / organic mineral mainly found in the north of the site area, loamy soils which form the main topsoil type, and a smaller area of clayey soils towards the west of the site.

9.6. Subsoils can be grouped into two main categories, being a complex loamy and clayey soils which occur over the majority of the site, and a small area to the west of the site which has clayey soils. A particular feature of these soils is their permeability which has been established through a well developed soil structure which will contribute significantly to the flexibility of the use of the land.

9.7. Very few areas of deeper peats were identified, but where found these were towards the south of the site. The pH varies across the site, but very few samples were recorded below 5, and the majority of top and sub soils were in the 6-7 range.

9.8. One of the main issues to be addressed with regard to soils within any restoration strategy, is to achieve a balance between the depth and permeability. It will be important to retain the topsoils together with the structure and depth of subsoils. Increased soil depth and consistency would be beneficial to the long term sustainability of the land, and the survey that has been undertaken indicates that with the soils on site this should be an achievable objective.

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

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

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Table 6: Main Soil Functions

9.10. Table 6 above identifies six main soils functions, those that are particularly relevant to Block Fen / Langwood Fen are:

- the effect of development on the range of soils functions;
- the loss of existing soil function or the creation of a beneficial function through proposed land use;

- the potential for the reduction of impact or the increase of benefit; and
- the possibility to compensate and mitigate for impacts.

9.11. The following are therefore matters which should be addressed in any restoration strategy:

- depth and consistency of soils in terms of restoration objectives, especially the use of surplus soil arising from the proposed land uses to achieve a deeper and more consistent soil profile across the site;
- the avoidance of soil organic matter loss. Although the extent of peat soils across the site is not as extensive as first envisaged, measures should be put in place to ensure that the organic soils remaining are best utilised and maintained. The range of land uses proposed allows this issue to be approached with greater flexibility and with a long term perspective;
- handling and movement of soils to retain inherent characteristics especially the permeability of the soils and to avoid losses through wind and water erosion; and
- soil water regime to ensure the effective drainage of the site and / or ground water control for the range of land uses.

9.12. To achieve the full potential of the site in terms of sustainable use of soil, a comprehensive approach will have to be taken which may involve the co-operation of landowners and the minerals and waste industry.

9.13. With regard to achieving the above some opportunities to meet sustainable soil objectives have already been identified. The methodology for the creation of lowland wet grassland would allow the land to revert back to an arable agricultural use should this be required in the long term.

9.14. There are also opportunities to relate the soil resource to the restoration uses of the site. For example, if an area which is to be developed for the water bodies proves to have good peaty soil capable of proving a good basis for lowland wet grassland, this soil can be carefully removed, stored and placed in another area of the site being used for habitat creation. Relocating and using the soil in this way ensures it will be not be lost, but will be managed for the longer term.

9.15. The wider benefits on the soils of the area are also becoming evident and represent an important resource which should be used sustainably. The creation of the water bodies on the site will displace high quality soils from this area, which will not be put back in place. This can be compensated for by their use in the creation of the enhancement habitat as described above, or they could be removed to address soil management problems in another area i.e. to augment depleted peat derived soils off site. In addition, the creation of the water storage bodies, and the transfer of water into the Middle Level area will compensate for the displacement of soils by supplying water to irrigate the much wider area, enabling the soils in this area to be kept moist (preventing their erosion by the wind), whilst enhancing their productivity for crops.

9.16. Also, it is not enough just to use the soils in a sustainable way; in order to keep them in the 'carbon store' it is necessary to secure their long term future management. Arable production on peat soils causes the release of carbon dioxide held in the peat as it oxidises after ploughing. Grassland is a land use that helps protect the peat resource and reduces the release of carbon dioxide. Restoring the Block Fen / Langwood Fen to wet grassland is a

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practical action to reduce emissions in line with the County Council's commitment to addressing the challenge of climate change.

9.17. The management of the land and soil uses that will be created is already being addressed, and the arrangements for the enhancement habitat and water storage areas are addressed more fully in Sections 5 and 6.

9.18. More detailed survey work is likely to be required at the planning application stage, and this should inform detailed proposals addressing phasing, restoration and the sustainable use of soils. Appropriate arrangements would be secured by a planning condition(s) or planning obligations through any planning permissions granted.

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10. Conclusions

10.1. The Block Fen / Langwood Fen area is unique, not only in terms of its location and characteristics, but also in terms of the opportunities it offers. This Appendix to the Local Plan, in the form of a 'Master Plan' for the area, seeks to address the challenges that exist in taking forward this area for sand and gravel extraction and waste recycling and disposal in support of the construction industry, and at the same time determine a sustainable way of restoring the site which will contribute to addressing national and international issues such as climate change, create enhancement habitat for the internationally important Ouse Washes, help deliver more sustainable flood risk management, and address the need for water storage and supply in the Fens.

10.2. The vision and objectives set out in this Master Plan are deliverable through the co-operation and commitment of a number of parties, and formal mechanisms such as legal agreements and planning conditions which can be implemented through the land use planning system. Prior experience has shown this can be achieved. The key stakeholders have already worked together to deliver the existing access to the permitted quarries, and to help define the future strategy for the Block Fen / Langwood Fen area through the development of this Master Plan.

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11. Annex 1 - Planning Applications

11.1. Applicants should review the information available on the County Council's planning applications webpage and are advised to contact Cambridgeshire County Council's Minerals and Waste planning team to obtain pre-application advice; and also to consider taking pre-application advice on other matters including highways, ecology, flood and water and archaeological and historic environment matters.

11.2. The Environment Agency also provides pre-application advice. It has advised that any hydro-geological impact assessment should include:

- a survey of existing on-site ground levels and flow patterns, including any previous monitoring on areas with planning permission;
- a water features survey, including all abstractors and potentially affected surface water features;
- an assessment of the impact of dewatering operations and any mitigation needed;
- the short and long term impact of blocking flow in the aquifer with impermeable barriers. There is potential for groundwater levels to rise on the upstream side and fall on the downstream side;
- proposals for dealing with any areas of higher permeability material discovered within the underlying Ampthill clay, and proposals for sealing off large watercourses such as the Forty Foot Drain; and
- details of how flow patterns will be re-established following restoration.

11.3. In relation to the creation of wet grassland habitat, applications should detail how the water levels are to be achieved and how the hydrology of the site might deliver the habitat. Applicants are advised to refer to the Environment Agency's Eco-hydrological Guidelines for Lowland Wetland Plant Communities published in 2004. This provides background for the water requirements of the created habitat.

11.4. As part of any planning application for this site a Flood Risk Assessment (FRA) will need to be produced to address the risk of flooding to the site, and to address any potential increase in surface water generated by new hard standing and / or changes in soil types / landforms. Any FRA would need to be prepared and undertaken to the satisfaction of the Environment Agency, Lead Local Flood Authority and the Middle Level Commissioners.

11.5. Applicants will need to conserve and enhance the significance of heritage assets (noting that significance can be harmed by development within the setting of a heritage asset). As noted above it is advised that pre-application advice should be taken in respect to archaeology and the historic environment in order to fully inform proposals.

11.6. Applicants are likely to need to prepare a scheme of measures for dust suppression to avoid direct and indirect dust deposition having adverse effects on the Ouse Washes.

11.7. Applicants are likely to need to prepare a scheme of noise suppression to avoid noise having adverse effects on the Ouse Washes environment.

11.8. Any habitat created should consider the requirements of protected species found, or likely to be found, in the area. Protected species including water voles and otters are known to be present near to the proposed development site. Any waste used to fill the site will have to be

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shown to have no adverse impact on the nearby Ouse Washes SSSI, SPA, SAC and Ramsar site.

11.9. An ecological survey is likely to be required prior to the development of detailed plans, to enable an assessment of the level of risk posed by the development. The detailed design, construction, mitigation and compensation measures should be based on the results of a survey carried out at an appropriate time of year by a suitably experienced surveyor using recognised survey methodology.

11.10. The survey and risk assessment should:

- identify any rare, declining, protected or otherwise important flora, fauna or habitats within the site including water voles and otters;
- assess the importance of the above features at a local, regional and national level;
- identify the impacts of the scheme on those features;
- demonstrate how the development will avoid adverse impacts and propose mitigation for any adverse ecological impacts or compensation for loss; and
- propose wildlife/habitat enhancement measures.

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

Wet Grassland Features

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

Soil conditions and suitability for wet grassland development

12.2. The soil profile to be developed will comprise a 500 mm depth of clay cap on top of the inert fill, followed by 650 mm depth of subsoil, with a 250 mm depth of peat on the surface. The depth of usable soil profile will, therefore, be a minimum of 1 metre. If possible a depth of 1.2 metres is preferred, formed by having a greater depth of peat, which would increase the effectiveness of the wet grassland.

12.3. The peat topsoil will have a high water holding capacity and be ideal for water transmission, grass establishment and bird probing, but its depth is rather limited. In developing the features every effort needs to be taken to maintain as much peat in the surface layer as possible.

12.4. Of the 3 samples of subsoil taken, 2 were a gravelly sandy clay loam (southern storage area) and the third a gravelly loamy sand (northern storage area). The gravelly nature of these sandy and loamy soils are likely to have a moderate to high hydraulic conductivity providing they are not significantly compacted during placement.

12.5. Owing to the anticipated hydraulic conductivity of the subsoil and the overall profile depth (1 metre), there is a good chance that with appropriate furrow spacings and water levels, it should be possible to maintain moist surface conditions between the foot drains.

Critical requirements in soil placement

12.6. To obtain optimum soil conditions during soil placement, every effort should be taken to achieve the following:

- maximise the depth of peat in the surface layers; and
- avoid excessive compaction when placing the subsoil.

12.7. To achieve these desired conditions attention should be paid to the following:

- ensure the surface of the clay cap is level before subsoil placement; and
- initiate the main wetland features within the subsoil layer before placing the peat topsoil.

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12.8. Discussions are needed with the contractor to devise a placement method with the appropriate equipment, which will produce a consolidated soil condition without excess compaction.

12.9. Running large heavy dump trucks over the subsoil during placement should be avoided, as this is likely to cause considerable compaction. If such operations are unavoidable and serious compaction occurs, it will be necessary to plough into the subsoil after subsoil placement before the peat layer is spread.

12.10. A much more satisfactory way of using large dump trucks is for them to be confined to the clay cap. However, this should only be done when there is a significant thickness of soil in place to avoid damage to the engineered containment of waste. They can then dump their soil at the edge of the advancing subsoil laying zone and the dumped soil spread, leveled and consolidated by a lighter tracked dozer.

12.11. The peat layer will have to be spread on a compaction vulnerable subsoil, hence relatively small light tracked dumpers and light tracked dozers should be used for this operation.

Other site requirements

Retention of water within the grassland cell

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

Reservoir

12.13. A reservoir will be required to store water for water supplementation during the bird breeding season. This could be above ground storage, allowing gravity feed into the wetland or below ground, possibly in an existing borrow pit from which water would have to be pumped into the reserve. The choice will be dependent upon the water source, the type of power supply available for pumping and the costs.

12.14. If an above ground reservoir is to be constructed, consideration could be given to the possibility of its capacity also meeting the requirements of additional cells in the future.

Drainage

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

Supplemental water requirements

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

	Dry Grassland	Wet Grassland	Open Water

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

Table 7: Moisture Deficit Values

12.17. Assuming some 20% of the area will be open water held within the scrapes and furrows, and that the whole grassland surface can be kept moist, the dry year water losses through evapo-transpiration through to the end of June will be 1700 m3 / ha.

12.18. Allowing for the open water levels to fall during the period to the end of June, the dry year supplementary water requirements are estimated to be as follows:

Water Level Fall	Supplementary Water Requirement
20cm	1300 m3/ha
25cm	1200 m3/ha

Table 8: Supplementary Water Requirements

Water management options

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

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Figure 6: Wetland Grassland Features

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12.20. The maximum depths of the features could be varied, allowing different areas to dry up or be wetted at different times. The side slopes of the scrapes can also be chosen so that the desired amount of muddy margin is exposed for a given fall in water level.

12.21. A pilot area of lowland wet grassland, in the order of 10 ha, has been created. Whilst this may be too small to make a wholly satisfactory bird assessment, it will provide valuable information on the hydrological aspects of developing wetland conditions in these circumstances. Dipwell information will allow the hydrological characteristics of the restored soil to be assessed. In addition, the project area may provide information applicable to future situations where peat may be in short supply.

12.22. In the current absence of quantitative hydraulic conductivity data, it is suggested that the foot drains / furrows be installed at a spacing of some 20 – 25 m. However, if hydraulic conductivity data comes to hand before soil placement, adjustments should be made if necessary to this spacing. Optimum spacings, if different to those at installation, could be determined from subsequent field monitoring.

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Cambridgeshire County Council and Peterborough City Council

CAMBRIDGESHIRE AND PETERBOROUGH MINERALS AND WASTE LOCAL PLAN APPENDIX 3: THE LOCATION AND DESIGN OF WASTE MANAGEMENT FACILITIES

November 2019

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Introduction

1.1. The Cambridgeshire and Peterborough Minerals and Waste Local Plan (MWLP) contains a suite of policies that require waste management facilities to be built in suitable locations, and to achieve a high quality in their design. This Appendix expands on those policies by providing further guidance.

1.2. Waste management facilities segregate, recover, recycle, treat or transfer the types and volumes of waste that may otherwise go to landfill. These facilities will deal with municipal (mainly household) waste, commercial and industrial waste, inert waste including construction waste, agricultural, and some hazardous waste e.g. clinical and bio medical waste. Each of these facilities has its own characteristics and relevant locational and design criteria; some of which are unique to the facility whilst others are shared in common with other facilities.

1.3. This guidance is not intended to be rigid or prescriptive but to provide a framework for developing high quality solutions. Applicants and developers should use this guide to inform their choice of site location and the design of their facility. The choice of location and design should be clearly explained in the documentation supporting any planning application.

1.4. Submission of an application for an environmental permit at the same time as a planning application is also encouraged, so that the design and site management issues and operational issues can be considered at the same time.

Scope of this Appendix

1.5. This Appendix focuses on waste management facility development. Landfill sites and very local facilities such as bottle banks are not addressed by this Appendix.

1.6. Matters which fall under the regulatory regime of other authorities are not directly covered by this Appendix. However, the requirements of these other regulatory bodies will need to be met through the design of the facility.

Status of this Appendix

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

Locational Criteria

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

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Siting

1.9. The type of facility and processes influences the size of the site and the location of any building. The following principles apply to all types of facility:

Siting General Principles

- Facilities should aim to be developed on previously developed land, enabling positive re-use and avoiding the need to develop greenfield land. However, it is recognised that within the plan area, there is a limited supply of previously developed land and it is not always in the most appropriate or sustainable location. Some greenfield development may be necessary, especially where it is co-located with other waste uses.
- The site location should have the capacity to accommodate the associated traffic movements.
- Waste management facilities giving rise to large traffic flows should be located close to the primary road network and roads suitable for use by HCVs.
- Consideration should be given to transport by rail or water when these options are practical.
- Opportunities for siting that maximise the use of sustainable forms of transport (public transport, cycling and walking) for staff are encouraged.
- Access arrangements and transport routes should be designed to minimise impact on the environment and nearby surrounding uses, including residential property.
- There are benefits arising from co-location with other waste processing facilities, which arise when haulage distances can be reduced.
- Preference is given to development in less environmentally sensitive locations.
- amenity impacts such as noise and litter should be controlled and associated design issues carefully considered.
- Sites should be located to prevent pollution, address the risk of flooding and should avoid affecting designated habitats or protected species and should consider the effects on rights of way.
- Siting should conserve and enhance the significance of heritage assets (noting that significance may be harmed by development within the setting of a heritage asset).

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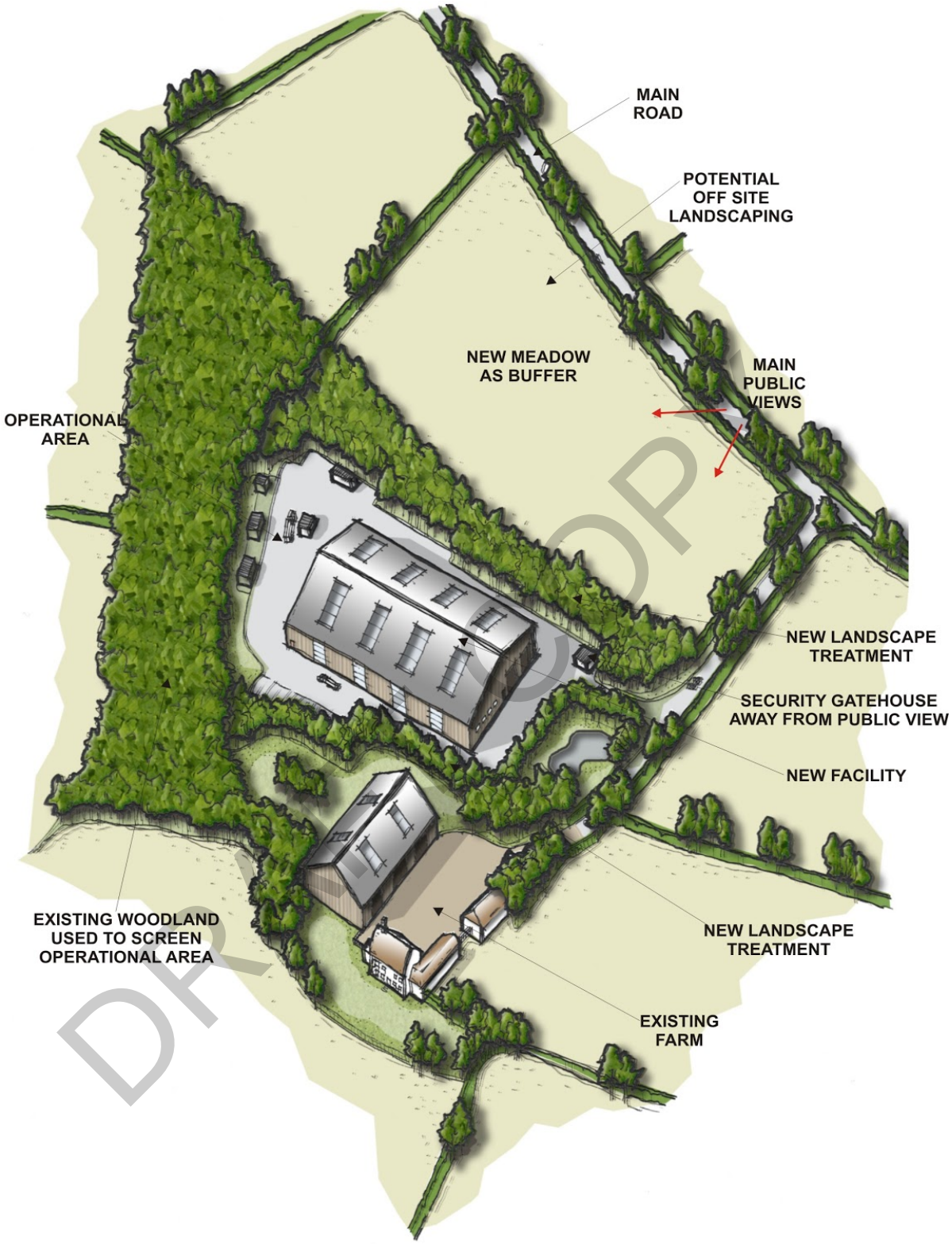
Rural Location Plan



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Rural Locations

1.10. Rural locations on or close to the main road or rail networks are potentially appropriate for a range of waste management facilities. In rural locations the design of the facilities should reflect the scale and design of agricultural buildings, though there may be instances where more innovative design would be appropriate. Local distinctiveness, in terms of landscape character, and architectural design, will be an important consideration. Opportunities may also exist to re-use existing buildings. Local Landscape Character Assessments, The Cambridgeshire Landscape Guidelines and Town and Village Design Guides are useful sources of information on local distinctiveness. Landscape and boundary treatment is particularly important to screen low level activity around the facility to reduce visibility and to enhance biodiversity value.

1.11. Rural settings should provide the opportunity for significant landscaping as part of the proposals. Areas for any external storage of baled materials, gatehouses and weighbridges should also be screened, to avoid an 'industrial' appearance. Windrow composting is likely to require a rural location. All access roads should be hard surfaced to minimise the risk of mud and dust being carried on to the public highway, and to facilitate the use of mechanised cleaning machines.

1.12. In open rural areas where additional planting may not be appropriate given local landscape characteristics, greater attention will have to be given to building form and construction materials, particularly the external appearance where quality and colour are important. It may be possible to locate the facility at lower levels through excavation, flood management permitting, or using a mineral excavation site. With innovative design the natural physical features of the site and its setting could offer an opportunity to assimilate the proposed development without reliance on planting. There will be occasion in environmentally sensitive areas where it will not be possible to site a facility without being harmful to the character, appearance and setting of a site, in such cases development should be avoided.

Rural Location Principles

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

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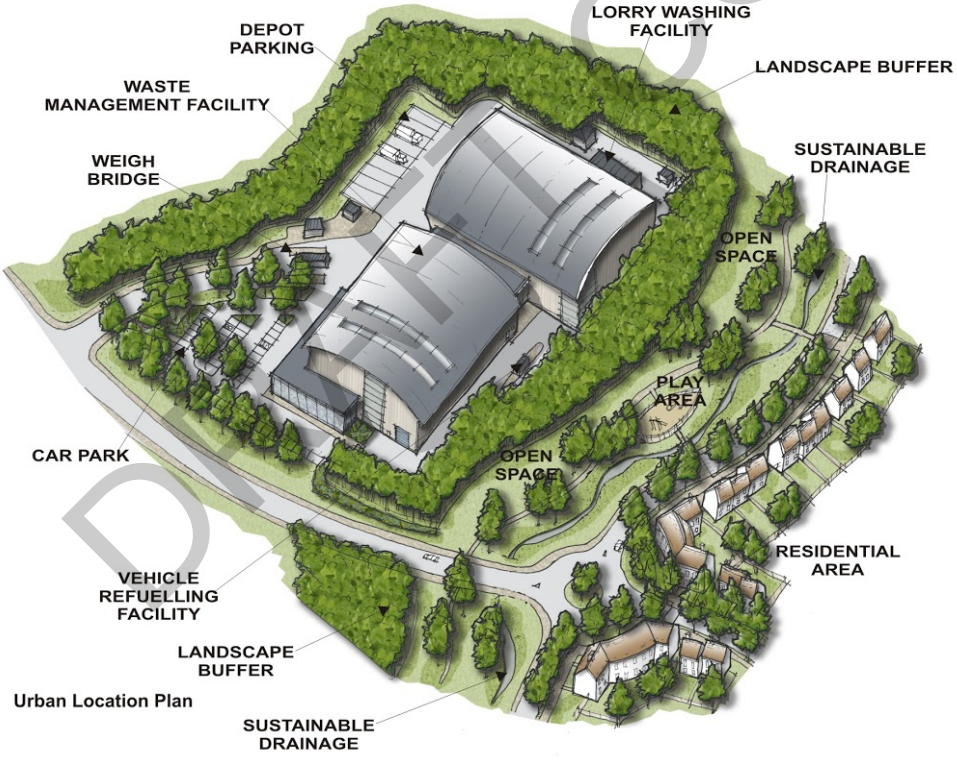
bodies and habitat areas. All new landscape or buffer areas should enhance biodiversity.

- Easy access to main road networks suitable for HCVs.
- Opportunities for new planting should be created and, where possible, buffer planting should be linked to existing woodland.
- The proximity of rail networks and waterways should be considered when choosing site locations to promote alternative sustainable forms of transport.
- Proposals, including planting, should conserve and enhance the significance of heritage assets (noting that significance may be harmed by development within the setting of a heritage asset).
- The location should be selected to ensure that larger vehicles accessing the facility do not have to be routed through residential areas.

Urban Location Plan



Urban Location Plan

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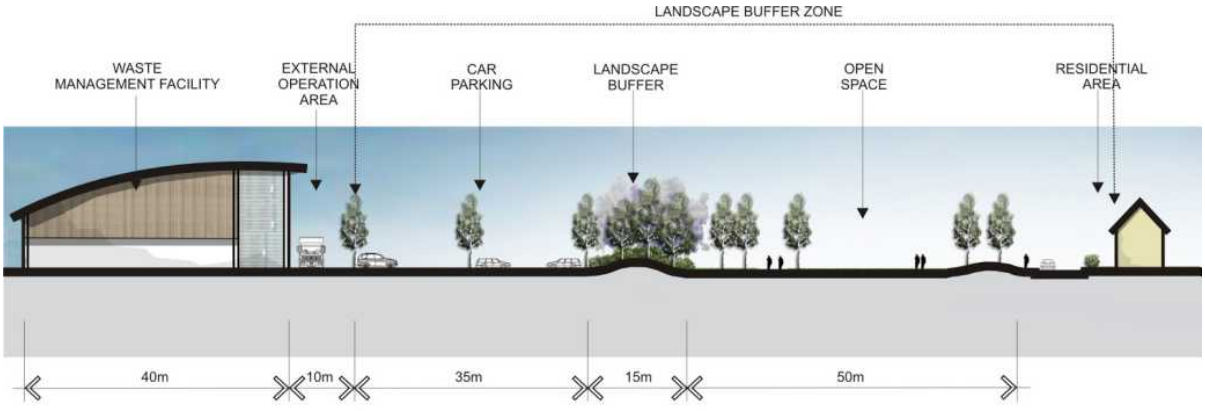

Urban Location Indicative Section

Urban Locations

1.13. Urban locations are appropriate for a range of waste management facilities, particularly those operations which take place inside a building. These can be located within established commercial / industrial areas, or planned into new developments. Opportunities may also exist for the re-use of buildings, such as warehouses, factories or former airfield buildings. The design should respond to the context, with a high quality urban design. Facilities should be located on or close to the main road network, avoiding the need for HCVs to travel through residential areas.

1.14. Sites should be located in areas with good access to public transport. Cycle provision for employees should also be included.

1.15. Appropriate buffer areas should be provided between the facility and any adjacent residential areas. These areas could include other employment land uses, or a buffer zone including uses such as car and cycle parking, landscape planting or open space. Waste management facilities can also act as a buffer between sensitive land uses and other forms of development such as between residential areas and main roads, railways, and Water Recycling Centres. The actual size and treatment of the buffer would depend on the location and facility proposed.

1.16. Within urban areas there may also be potential for the integration of renewable energy and / or with district heating networks.

Urban Location Principles

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

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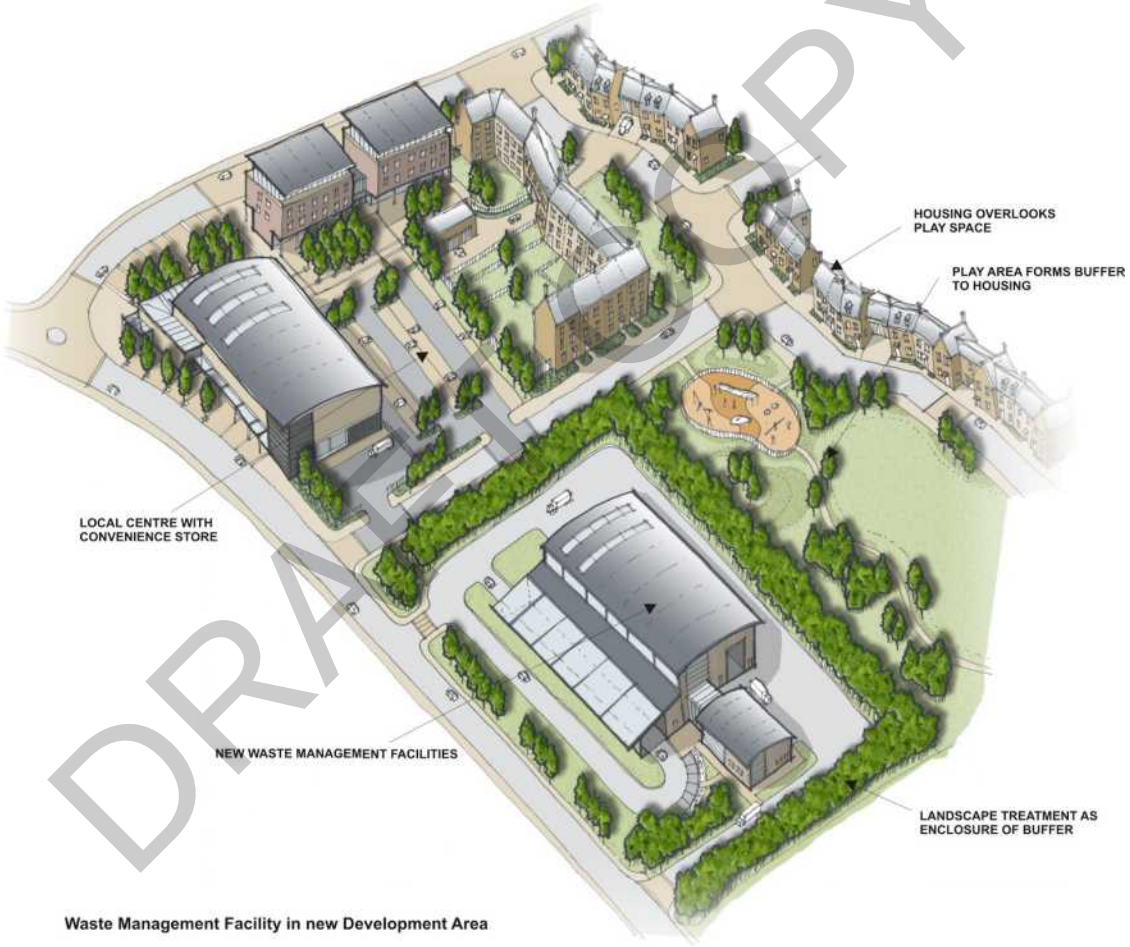
- Opportunities for new planting should be created and where possible buffer planting should be integrated with features including linkages to woodland.
- Proposals, including planting, should conserve and enhance the significance of heritage assets (noting that significance may be harmed by development within the setting of a heritage asset).
- Proposals should seek to maximise the potential for renewable energy and / or in areas that could allow for the development of district energy networks.

Urban Edge / New Development Sites



Waste Management Facility in new Development Area

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Urban Edge / New Development Sites

1.17. Urban edge and major new development sites provide good opportunities for waste management facilities, where they can be designed as part of the development from the outset, and are also close to where the waste is generated. Sites within new development areas should incorporate temporary waste management facilities to service needs through the development phase. In appropriate cases these could then provide permanent facilities when the development becomes established.

1.18. Major new development areas are likely to include a range of land uses, including residential development, some employment land, open space and possibly local community facilities. Land use planning, including the use of Master Plans, can determine appropriate locations for waste management facilities. This may be within traditional areas such as employment land, or through a more imaginative approach, waste management can be successfully integrated with other forms of planned land uses. The needs of the existing communities living and working adjacent to major development areas or in urban fringe areas should be a consideration when considering where to locate a new waste facility.

1.19. Buffers between waste facilities and residential areas could comprise employment land uses, car parking and landscape areas. Locations close to local facilities such as shops and community halls could be appropriate and may minimise travel. The actual design of the facilities and buffers that may be appropriate, would depend on the context, with the plan above showing a possible arrangement. The detailed design within a new development area should be carefully considered and include appropriate buffers created by different land uses or landscape treatments, supplemented by high quality design. Access to a good road network is important and facilities should be located to avoid HCVs having to travel through residential areas.

1.20. Sustainable technologies should be used to address the challenges of climate change. Possible technologies include combined heat and power, and bioreactors, using waste as fuel to generate heat and power. In the case of locating heat and power facilities consideration would need to be given to the location of the waste management facility, but also to potential users of the energy generated, and the means of transfer for the heat/power.

Urban Edge / New Development Principles

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

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- Facilities could form buffers themselves, between sensitive land uses such as residential areas, and major roads, railways or Water Recycling Centres.
- Easy access to the main road network should be provided.
- Opportunities for new planting should be created and where possible buffer planting should be integrated with existing landscape/woodland features.
- Proposals, including planting, should conserve and enhance the significance of heritage assets (noting that significance may be harmed by development within the setting of a heritage asset).
- The needs of existing communities should be considered.

Co-Location of Facilities

1.21. Co-location of waste management facilities can offer significant benefits in reducing the need for transport of waste and the treated product in operational terms and is encouraged. There are synergies in different collection and treatment methods, and bringing more than one facility together can maximise the amount of resource recovery that can take place and provide a more sustainable waste management solution.

1.22. Co-location also makes for an efficient use of land which may also offer benefits in reducing the transport of waste. Some facilities may be co-located at landfill sites where the waste management use should be tied to the life of existing time limited operations. However, any proposal for a range of facilities should address the cumulative effects of the proposal, to ensure that overall environmental effects are acceptable.

Temporary Facilities

1.23. Major construction sites or development areas should provide temporary waste management facilities to separate and recycle construction and demolition waste. The on-site facilities would encourage re-use of recycled material, minimise the transport of waste materials from the site and reduce the need for importation of new materials, thereby reducing the overall impact on the surrounding road network and emissions.

1.24. Temporary facilities should have the ability to recycle or reuse building materials including brick, concrete, plasterboard, metals, glass, wood and soils. Although temporary, some of these facilities would be in place throughout the construction period (this may become years in the case of new development areas) and should be in place from the commencement of development. The nature of major development may mean that the facility may need to be moved within the site to reflect the approved development phasing plans. Temporary screening can be used to minimise impacts on completed parts of the development.

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Design Criteria

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

Built Form

1.26. Different approaches to built form would be appropriate depending on whether it is an urban or rural location. In rural locations it could be appropriate to follow a form reflecting agricultural buildings. Simple portal frame buildings, with metal or timber cladding would be appropriate, although more imaginative schemes should also be considered.

1.27. Consideration should be given to the scale of the setting and the massing of the built form. It may be possible to vary the size and height of different parts of the building to provide visual interest. The overall size of the building footprint, and associated built works, should be minimised to avoid potential adverse impacts on landscape.

1.28. As part of an overall approach to sustainability the use of green and brown roofs should be considered together with provision for the enhancement of biodiversity. Colour treatment should be simple. Green, brown and grey coloured cladding is likely to be most appropriate.

1.29. The built form in an urban setting and urban edge setting provides more opportunity for an imaginative bold design approach. The buildings by their nature are likely to be fairly large in scale, and can comprise metal frame struts with cladding. However, there is still scope for more innovative design and use of alternative materials where this is appropriate. The roofs could be curved, monopitch or a combination of approaches.

1.30. Details need to be considered as an important part of the building and not as an add-on. Particular care should be given to corners, roof lines and how the building meets the ground. These have a significant effect on the overall impression of a building.

1.31. Any security buildings at the entrance should be considered as part of the overall design, and in a complementary architectural treatment to the main facilities.

1.32. The cladding of buildings could be profiled metal or metal panels. Office facilities could be incorporated into the main building facility, maintaining a simple ‘low-key’ external appearance, or could be stand-alone. If separate, the scale, height and massing of the different built forms should be carefully considered.

1.33. Any ventilation or extractor grills and any service pipes should be incorporated into the design of the facades, and not added insensitively as an afterthought. A broader range of colour treatments would be appropriate, depending on the individual settings. Space should also be provided for the internal storage of materials including unprocessed waste and processed waste.

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1.34. Further information can be found in national Planning Practice Guidance - Design[1]

Built Form Principles

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

Local Distinctiveness

1.35. All proposals should address local distinctiveness and, where appropriate, can be imaginative in their design. Local distinctiveness should be addressed through building form, colour treatment or materials and in appropriate cases urban art forms. Within new major development areas, local distinctiveness should be addressed by embracing the development vision for the area.

1.36. Further national information is available at: Planning Practice Guidance: Design[2]

Transport, Access, Parking and Circulation

1.37. The site should be accessible by sustainable forms of transport where practicable. Safe access, circulation and parking for all should be integral to the design of the site. Site layout should allow the early separation of cars and pedestrians/cyclists from HCVs. Designs should enable the efficient circulation of HCVs, without unnecessary reversing. Access for disabled employees and visitors should be integral to the design.

1.38. External operational areas should be located to minimise their noise and visual impact, for example, at the rear of the buildings or behind appropriate landscape areas. Car and cycle parking should be located away from the external working areas. In general

[1] https://www.gov.uk/guidance/design
[2] https://www.gov.uk/guidance/design

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the provision of car parking should be minimised, and covered cycle parking should be maximised. Showers and lockers should be provided for employees to encourage cycling. Landscaped parking areas could be used to form a buffer to more sensitive neighbouring uses.

1.39. At Household Recycling Centres, and other facilities where the public will visit in addition to the operational staff, circulation and signage is particularly important.

1.40. Further national information: Planning Practice Guidance - Design - Assess and Inclusion; Planning Practice Guidance - Travel Plans, Transport Assessments and Statement

Transport, Access, Parking and Circulation Principles

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

Lighting

1.41. Lighting is an integral part of design. Exterior service areas must be lit to standards set by health and safety requirements. The building orientation should be designed so that highly lit areas around the building are located on the less sensitive aspects. The building itself may be able to screen the highly lit areas. Lighting equipment that minimises the upward spread of light above the horizontal should be used. Luminaires should reduce light spill and glare to a minimum. Glare should be kept to a minimum by ensuring the main beam angle of all lights directed towards any potential observer is kept below 70 degrees. Higher mounting heights allow lower main beam angles, which reduces glare. A balance may have to be struck between the daytime impact of tall mountings, against the nighttime impacts of reduced glare.

1.42. The Institute of Lighting Engineers has produced Guidance Notes for the reduction of Light Pollution (see below). This includes guidance and good practice in relation to the provision of lighting appropriate to the setting of the development.

1.43. Developers should also take into account the sensitivities of biodiversity, in particular protected species which are sensitive to lighting, such as bats.

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1.44. Further national Guidance: Planning Practice Guidance: Light Pollution[3]; Institute of Lighting Engineers' Guidance Notes for the Reduction of Obtrusive Light GN01:2011[4]

Lighting Principles

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

Landscape and Boundary Treatments

1.45. The starting point for any landscape or boundary treatment should be the local landscape character, and ecological and landscape surveys. The landscape proposals should make use of existing features, protect existing habitats and features of value, and help assimilate the project into its surroundings, reinforcing the essential characteristics of the local landscape or townscape. Information on landscape character is available nationally and locally. All landscape proposals should be in accordance with local landscape character and reflect information on native species appropriate to each character area.

1.46. The key principles include:

- Sufficient space should be allowed for a quality landscape treatment, and planting between roads and buildings.
- Native species should be used, appropriate to the locality.
- Proposals should enhance biodiversity and mitigate for any unavoidable losses.

1.47. Most facilities will require secure boundary treatments. The design of the boundaries should be considered as part of the overall design. Secure boundaries typically 2.4m high may be required. They should be visually sympathetic as well as practical. Galvanised palisade fencing would rarely be acceptable, either in an urban or rural setting.

1.48. Acceptable boundary treatment may include colour-coated palisade fencing (typically dark green or black), or coloured mesh panel fencing. Chainlink fencing is unlikely to be acceptable.

1.49. All gates should match the adjacent fencing, and be appropriately colour coated.

1.50. Mounding is another potential boundary treatment. However, this would only be acceptable where it is in keeping with the surrounding landscape character. Steeply sloping mounds also tend to dry out rapidly, making it difficult to successfully establish

[3] https://www.gov.uk/guidance/light-pollution
[4] https://www.theilp.org.uk/documents/obtrusive-light/

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landscape planting on them. Nevertheless, in some instances, carefully considered land modelling could help to reduce low level visual and noise impacts of new facilities. When this is the case the slopes should not normally exceed 1 in 5, and should allow for plants to establish. If space is restricted the combined use of retaining structures and earth modelling could be considered. Gabion baskets with aggregate provision could provide a suitable solution and can create useful habitat, by providing potential refuge for reptiles and amphibians.

1.51. 'Offsite' landscape planting can be useful in some places, providing visual screening close to potential viewpoints.

1.52. High quality landscaped areas should be incorporated into the design at an early stage. Suitable management arrangements should be in place to ensure that the landscaping scheme is well maintained.

1.53. Further Information: Cambridgeshire Landscape Guidelines[5]; national: Planning Practice Guidance - Design - Local Character[6]

Landscape and Boundary Treatment Principles

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

Noise

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

1.55. Where noise may be a potential issue developers may be required to carry out a background noise level survey, and to evaluate the impact of the development against it. The noise report should indicate the types of activity and predicted noise levels, details of traffic movement and hours of operation, along with appropriate mitigation

[5] https://www.cambridgeshire.gov.uk/residents/libraries-leisure-&-culture/arts-green-spaces-&-activities/protecting-and-providing-green-space/
[6] https://www.gov.uk/guidance/design#local-character

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and noise level monitoring and reporting. The purpose of a noise survey is to assess noise impact locally, characterise the existing noise climate at noise sensitive premises, and to help ensure that the best practical means is used to mitigate any adverse noise when taken on a cumulative basis. The latter may include noise monitoring at agreed points / sensitive receptors which could be off site. In such circumstances the Councils may require that noise monitoring and reporting arrangements be secured through a planning condition. Noise generated through construction should also be a consideration.

1.56. Further national information: Planning Practice Guidance - Noise[7]

Noise Principles

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

Air Quality

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

1.58. Mitigation could include enclosing processes in buildings with controls on emissions, and the use of energy efficient low emission fuels. Dust can arise from the movement of waste materials during processing, such as tipping and external stocking. A number of systems are available to minimise problems. These include maintaining negative air pressure in waste reception halls, to draw any dust or emissions into the building, rather than letting them escape through the doors. Filters can be used to control emissions to air.

[7] https://www.gov.uk/guidance/noise--2

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1.59. Fixed and mobile spray systems can also be utilised to minimise dust by damping down. Careful building design can allow natural cleansing by rainwater to maintain and clean building elevations.

1.60. The Environment Agency monitors emissions from waste management developments and developers should seek their advice at an early stage.

1.61. Proposals should include mitigation measures to maintain and improve air quality by the management of dust and odour.

1.62. Further information: Planning Practice Guidance - Air Quality[8]; Cambridgeshire Insight - Air Quality[9].

Air Quality Principles

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

Water

1.63. All schemes should include measures to ensure water quality and the efficient use of water. Pollution control measures should be incorporated to ensure that any water that leaves the site is to an acceptable quality standard. For facilities such as composting sites, any water collected could be captured, recirculated and reused to aid the composting process. Facilities should also include measures to minimise water usage. Any landscape treatment should be designed to minimise any requirements for irrigation.

1.64. Sustainable drainage systems (SuDS) should be used to manage surface water run-off and maintain water quality. SuDS may include such methods as swales, lagoons, reedbeds, retention ponds, filter strips, infiltration and permeable paving to minimise the run-off and the amount of water entering watercourses. Any SuDS measures should be fully integrated with the landscaping proposals, with an appropriate overarching management regime.Careful consideration should be given to the adoption and long-term management of such systems.

1.65. Further information: Cambridgeshire County Council - Surface water and sustainable drainage systems (SuDS) planning[10]

Pest / Vermin / Bird Control

1.66. Schemes should include measures to prevent pests and vermin as appropriate. Such matters are regulated by the Environment Agency who should be approached for

[8] https://www.cambridgeshire.gov.uk/business/planning-and-development/flood-and-water/surface-water-and-sustainable-drainage-systems-suds-planning/
[9] https://cambridgeshireinsight.org.uk/environment/airquality/
[10] https://www.cambridgeshire.gov.uk/business/planning-and-development/flood-and-water/surface-water-and-sustainable-drainage-systems-suds-planning/

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advice on design. Examples of mitigation include site management practices, vermin proof vents and rapid closing doors.

Security

1.67. Safety and security should be considered for each of the design elements, whether building construction, boundary treatments or landscape design. The principles in 'Secured by Design'[11] published by the Association of Chief Police Officers (ACPO) should be followed. Waste management facilities should be planned in a way that makes sure the blocks overlook their surrounding spaces, such as cycle routes and footpaths to increase surveillance. Where possible, windows and doors opening onto public roads and footpaths can provide greater security for users of the waste management facilities, although noise levels should be taken into account. Blank walls should be avoided if possible. If the incorporation of fenestration is not possible for technical reasons, these walls should be enhanced by the introduction of additional building materials and/or patterned brickwork to add architectural interest. Vulnerable areas should be well lit.

1.68. Further national Information: Planning Practice Guidance: Design - Security Measures; Secured By Design

Energy Efficiency and Sustainable Construction

1.69. Sustainable construction techniques take account of ways to reduce waste, flood risk and pollution, minimise energy requirements, and use local and renewable materials and sources, during the construction, occupation and demolition of development.

1.70. Developers should seek to use re-used or recycled materials. Local supply options should be used to minimise travel distances. Opportunities to use standard sizes and accurate estimates of materials to minimise off-cuts and waste should be followed. The use of PVC should be minimised. Construction materials should be low maintenance and durable. Consideration should also be given to eventual decommissioning of facilities, re-use, recycling and / or disposal of materials.

1.71. The ozone depletion potential and global warming potential of all materials should be considered and the use of unsustainable materials minimised.

1.72. Buildings should be designed to minimise carbon emissions and energy use throughout the life of the building. Designs should maximise the use of controlled daylight, and the opportunity to control solar gain. The use of heat recovery systems should be investigated and high levels of insulation should be provided. Other aspects to consider include the feasibility of the generation of renewable energy and/or use of green electricity and heating. Roofs may also be appropriate for solar panels which help reduce energy costs.

1.73. The proposals should be designed to reduce energy consumption and to minimise heat loss. Proposals should also include the use of renewable energy sources where possible such as solar, ground source heat, wind.

[11] http://www.securedbydesign.com/

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1.74. Construction materials should generally be those achieving an 'A' summary rating in the BRE publication, the 'Green Guide to Specification'[12]. Development proposals should seek to achieve a sustainability rating that results in high levels of performance against BREEAM[13] that standards that are prescribed nationally at the time or alternatively in accordance with local planning authority standards where these are more stringent.

1.75. Further advice on sustainable construction is available from the Building Research Establishment (BRE)[14], who provide advice and consultancy.

Energy Efficiency and Sustainable Construction Principles

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

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[12] http://www.bre.co.uk/greenguide/
[13] https://www.breeam.com/
[14] http://www.bre.co.uk/

Glossary

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

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

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

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

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

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

HCV - Heavy Commercial Vehicle i.e. exceeding 7.5 tonnes.

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

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

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

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

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

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

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Agenda Item No: 6

REVIEW OF RISK REGISTER FOR PLACE AND ECONOMY

To:	**Economy & Environment**
Meeting Date:	**17 October 2019**
From:	**Steve Cox, Executive Director – Place & Economy**
Electoral division(s):	**All**
Forward Plan ref:	*Key decision:* **No**
Purpose:	**To provide members with the Risk Register for Place and Economy in order to review.**
Recommendation:	**To note and comment on the Risk Register**

	Officer contact:		***Member contacts:***
Name:	Clare Middlehurst	Name:	Cllr Ian Bates/Cllr Tim Wotherspoon
Post:	Executive Asst for Andy Preston Asst Director: Infrastructure & Growth	Post:	Chairman/Vice Chairman, Economy & Environment Committee
Email:	Clare.middlehurst@cambridgeshire.gov.uk	Email:	ian.bates@cambridgeshire.gov.uk / tim.wotherspoon@cambridgeshire.gov.uk
Tel:	(01223) 7156604	Tel:	(01223) 715660

1. BACKGROUND

1.1. Every quarter the Risk Register for Place and Economy (P&E) is reviewed and updated at the P&E Management Team meeting prior to review at committee. This is an audit requirement.

1.2. The risks incorporated in the P&E Risk Register (Appendix 1) cover the P&E Directorate as a whole.

2. MAIN ISSUES

2.1 Changes to the P&E structure resulted in the Social & Educational Transport Team (SETT) team moving to the People & Communities (P&C) directorate.

2.2 Item 3 on the Risk Register focusses on Safeguarding, specifically the social and educational transport of children and vulnerable adults. Given that the SETT team has moved directorates, it was decided to remove this risk from the P&E Risk Register and transfer it to the P&C Risk Register.

2.3 Service Risk Registers monitor and review operational risks that apply to specific P&E services.

2.4 Going forward, Service Risk Registers will be reviewed on a quarterly basis in line with the P&E Risk Register review.

2.5 A discussion took place with regard to the establishment of weather as a risk and where it should sit in the Risk Registers. It was decided that it should sit with the Highways Service. A risk will therefore be drawn up and incorporated into their Service Risk Register and will address the weather risk on highways and footways.

2.6 The updated Risk Register for P&E is attached as Appendix 1. Members' views are sought on the Risk Register.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

There are no significant implications for this priority.

3.2 Thriving places for people to live

There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

4 SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no significant implications for this priority.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

There are no significant implications for this priority.

4.5 Engagement and Communications Implications

There are no significant implications for this priority.

4.6 Localism and Local Member Involvement

There are no significant implications for this priority.

4.7 Public Health Implications

There are no significant implications for this priority.

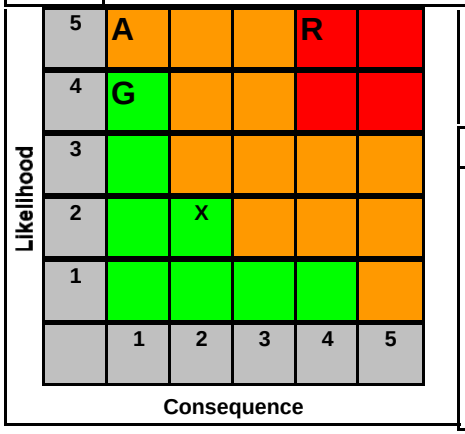
Implications	Officer Clearance
Have the resource implications been cleared by Finance?	n/a
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	n/a
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	n/a
Have the equality and diversity implications been cleared by your Service Contact?	n/a
Have any engagement and communication implications been cleared by Communications?	n/a

Have any localism and Local Member involvement issues been cleared by your Service Contact?	n/a
Have any Public Health implications been cleared by Public Health	n/a

Source Documents	**Location**
None	

Appendix 1 CCC P&E Risk Register (revised)

Risk	01. P&E Budget



Risk Owners	Steve Cox	**Current Score**	4	**Last Review**	12/09/2019
		Target Score		**Next Review**	03/12/2019
		Previous Score	4		

Triggers	Likelihood Factors (Vulnerability)	Potential Consequences
1. Forecast overspend of P&E budgets		1. The Council is unable to achieve required savings and fails to meet statutory responsibilities or budget targets 2. Need for reactive in-year savings 3. Adverse effect on delivery of outcomes for communities

Controls	Adequacy	Critical Success
1. Robust service planning; priorities cascaded through management teams and through appraisal process	Good	
2. SMT review savings tracker and finance and performance report monthly	Good	
3. P&E Management Team review savings tracker and finance and performance reports monthly	Good	
5. Rigorous risk and performance management discipline embedded in all transformation programmes/projects, with escalation process to Directorate Management Teams / Programme Boards	Good	

Action Plans	Responsibility	Target Date
Budget Monitoring Regular meetings between Finance and P&E budget holders to track exceptions and identify remedial actions	Quinton Carroll Emma Fitch Richard Lumley Andy Preston	03/12/2019

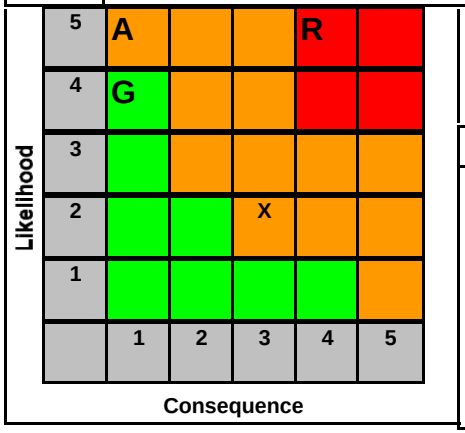
6. Budget holders have monthly meetings with LGSS Finance Partner/External Grants Team, to monitor spend and produce BCR	Good	
7. Capital Programme Monitoring	Good	
8. Strong Contract Management	Good	

Risk Path: CCC P&E (revised)/Cambridgeshire County Council/Cambridgeshire County Council

Risk Category:

Linked Objective(s):

Risk	02. Staff capacity and resilience



Risk Owners	Steve Cox	Current Score	6	Last Review	12/09/2019
		Target Score		Next Review	03/12/2019
		Previous Score	6		

Triggers	Likelihood Factors (Vulnerability)	Potential Consequences
1. Unable to recruit and retain staff with the right skills and experience		1. Loss of key staff and skills when staff leave 2. Not able to recruit the capacity and skills needed – possible cultural barrier i.e. public sector not attractive, inability to compete with private sector packages, shortages in the market 3. Workforce is not utilised effectively leading to low morale, lack of motivation etc. 4. Employees unable to deliver services 5. Customer/partner dissatisfaction 6. Reputational harm

Controls	Adequacy	Critical Success
1. Restructuring of services looking at job career progression	Good	
2. Apprenticeship Scheme	Good	
3. Team, health, safety and wellbeing a key priority - discussed at team meetings and 121 meetings	Good	
4. All team members, managers and Asst Directors invested in continuous Grow Your Own approach to train up new members to high standards and provide a continuous pool of new recruits	Good	
5. Communicate with staff - Place & Economy Roadshows	Good	
6. Shared Services with PCC	Good	

Action Plans	Responsibility	Target Date
Apprenticeship Schemes Develop Apprenticeship Schemes	Quinton Carroll Emma Fitch Richard Lumley Andy Preston	30/04/2020
Restructure Job re-evaluation before restructure	Quinton Carroll Emma Fitch Richard Lumley Andy Preston	30/04/2020
Shire Hall 2020 Assistant Directors to work with staff towards proposed new ways of working	Quinton Carroll Emma Fitch Richard Lumley Andy Preston	31/07/2019
Staff Retention Retain staff utilising HR intiatives	Quinton Carroll Emma Fitch Richard Lumley Andy Preston	31/07/2019
Talent Management Programme Develop a Talent Management Programme	Quinton Carroll Emma Fitch Richard Lumley Andy Preston	30/09/2019

Risk Path: CCC P&E (revised)/Cambridgeshire County Council/Cambridgeshire County Council

Risk Category:

Linked Objective(s):

Agenda Item No: 7

ANNUAL UPDATE FROM CAMBRIDGESHIRE & PETERBOROUGH TRADING STANDARDS SHARED SERVICE

To:	**Economy and Environment Committee**
Meeting Date:	**17th October 2019**
From:	**Adrian Chapman, Service Director People and Communities**
Electoral division(s):	**All**
Forward Plan ref:	**Not applicable** *Key decision:* **No**
Purpose:	**To update the Committee in the form of an annual report, on the work being delivered for the County Council by the Cambridgeshire and Peterborough Trading Standards Shared Service.**
Recommendation:	**The Committee is invited to comment on any aspect of the service being delivered by the Cambridgeshire and Peterborough Trading Standards on behalf of Cambridgeshire County Council.**

	Officer contact:		***Member contacts:***
Name:	**Peter Gell**	Names:	**Cllr Ian Bates**
Post:	Head of Regulatory Services	Post:	Chair
Email:	Peter.gell@peterborough.gov.uk	Email:	Ian.bates@cambridgeshire.gov.uk
Tel:	01733 453419	Tel:	01480 830250

1. BACKGROUND

1.1 On 1st April 2017 Cambridgeshire County Council's Trading Standards Service merged with Peterborough City Council's Trading Standards Service to become 'Cambridgeshire and Peterborough Trading Standards', overseen by Peterborough City Council's Head of Regulatory Services. This followed a unanimous resolution to approve this merger at the January Committee meeting.

1.2 It has been agreed that Cambridgeshire and Peterborough Trading Standards bring an annual update report to this Committee to keep Members informed of its activities, and to provide the opportunity for Members to steer priorities and direction of the service within Cambridgeshire. Appendix 1 contains the annual report.

2. MAIN REPORT

2.1 The Shared Service has proved to be a tremendous success to date, delivering the anticipated savings for Cambridgeshire County Council, this being £35,000 in 2018/19, whilst also continuing to build on its national reputation for excellence.

2.2 The Service has continued to enhance its national reputation for the delivery of Primary Authority advice services to businesses. In January it was recognised by the Office of Product Safety & Standards (OPSS) the Government department that oversees the Primary Authority Scheme, as one of the national leaders in the field, the Service being a finalist in their 'Regulatory Excellence Awards'. There is now a strong collaboration between Trading Standards, Peterborough's Environmental Health and Peterborough's licensing team providing a streamlined, co-ordinated regulatory advice service for businesses. Increasingly officers are having to go through a competitive interview processes in order to attract some of the largest businesses in the UK as clients. We are keen to continue to grow our client base, and to increase our competitive edge, and as a consequence have developed a brand for this combined Primary Authority advice service 'Regulatory Companion'. The logo can be found in the accompanying appendix.

2.3 Our work to support local businesses goes beyond Primary Authority Advice, with the Service making a substantial contribution to the delivery of the Better Business for All agenda across Cambridgeshire and Peterborough. Our aim is to make business support services, including regulatory support services, easier to navigate; and also to increase our respective knowledge of each other's support services in order that we can more effectively signpost businesses to additional support.

2.4 In terms of protecting the vulnerable, the Service brought a major prosecution against a Peterborough furniture company which had preyed on elderly and vulnerable people across the UK. Such was the nature of their crimes, it resulted in 6 prison sentences as well as a successful Proceeds of Crime confiscation order of £350K. The efforts of the Service to protect the vulnerable against crimes such as these has been recognised in its shortlisting for 'Team of the Year' in the prestigious Association of Public Service Excellence (APSE) awards.

2.5 Clawing back the proceeds of crime is an equitable punitive measure for those convicted ensuring crime does not pay. In many cases it has a greater impact on the lives of those convicted than the substantive sentencing. It is something the Service is dedicated to

pursuing, and the benefit is that it is cost neutral for the Authority due to the percentage share the Authority is awarded in each case. In 2018/19 the Service has invested in the training of two additional officers to undertake these cases, increasing its capacity to take cases both for the Service and for other local Authorities. Successful confiscation orders have already been obtained for South Cambridgeshire District Council and Huntingdon District Council's Fraud teams, and a major case is underway for Peterborough's Housing team.

2.6 In terms of the final stages of implementation of the Shared Service, the merger of Cambridgeshire and Peterborough's databases has now taken place, being the last major step in cementing the Shared Service. In addition, Peterborough based officers have now adopted Microsoft 365, with Cambridgeshire based officers to follow imminently, which will provide a shared network area for the Service.

2.7 Trading Standards continues to provide good value for money, and has been successful in obtaining grant funding as well as selling services to bring in additional revenue.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Continuing to invest in services that are vital to a thriving economy

Section 1 of the annual report highlights Service contributions towards corporate priorities.

3.2 Nurturing health communities

Section 2 of the annual report highlights Service contributions towards corporate priorities.

3.3 Keeping vulnerable people safe

Section 3 of the annual report highlights Service contributions towards corporate priorities.

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. Contractual implications were considered before the implementation of the Shared Service. The annual report does not result in any new implications.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category. Legal implications and risks were considered before the implementation of the Shared Service. The annual report does not result in any new implications. Risks associated with pursuing complex legal cases though the court system are considered as and when such cases arise, and where necessary appropriate mitigation measures will be taken, such as securing Counsels advice.

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. Investigatory outcomes from the work of the Service are promoted to local and national media by the Councils Communications Team, both to deter criminal activity as well as help inform the public of potential risk and harm.

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, the work of the Service does however help promote public health outcomes.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus De Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Eleanor Bell
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Adrian Chapman
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Iain Green

Source Documents	Location
n/a	

Cambridgeshire County Council

PETERBOROUGH CITY COUNCIL

Appendix 1

Trading Standards Annual Report 2018-2019

1. Supporting and maintaining confidence in the economy

1.1 Brexit – providing clarity and support for local businesses

The impact of Brexit is a concern for businesses nationwide, and as regulators we have an important role in providing clarity for businesses on what it means for them in terms of their compliance.

The Head of Regulatory Services for Peterborough City Council which incorporates the Trading Standards Shared Service, is taking the lead on 'Regulation' for Cambridgeshire and Peterborough's Brexit taskforce. The role is responsible for planning for the 'regulatory' impact of Brexit across both Authorities, as well as recognising what support our local economy needs and putting that in place. In terms of regulatory activity associated with ports of entry and its impact on us as an Authority, and others across the region there has been liaison with the Eastern Local Government Association.

In terms of business support, in November or later depending on the Brexit outcome, we will be hosting a multi-Regulator Brexit event in Cambridge for businesses. At the event will be local and national regulators explaining to local businesses what the practical implications are for their businesses. We are currently surveying businesses to determine the subject matters that are of greatest concern to them so that we can tailor the event to fit with their needs. Members are very welcome to attend and to share the details of the event with local business contacts and constituents. In addition, a range of training packages, both general and bespoke, will be offered to local business by Trading Standards to help them understand and adapt to the changes to the regulatory landscape.

1.2 Primary Authority – helping businesses to get things right

The 'Primary Authority' initiative was introduced by Government and allows businesses to enter a formal partnership with a local authority and thereafter seek regulatory advice direct from the Authority. This has marked a key change in regulation, aligning businesses and regulators as partners, working together to ensure ongoing compliance within the business. Advice is sought early on before decisions are made, allowing the business to make major commercial investments in the knowledge that they will be fully compliant and protected from challenge by other Authorities.

Already recognised by Government as a national lead in the provision of Primary Authority, the shared Trading Standards Service has now partnered with Peterborough City Council's Environmental Health and Licensing Teams to form the 'Regulatory Companion' – a single point of regulatory advice and Primary Authority services for businesses.

Regulatory Companion has over 100 clients, including Aldi, B&M Home Stores, John West, Hotel Chocolat and British Sugar. Discussions with Anglian Water are likely to result in a new 5 year deal which will see Trading Standards use its regulatory powers and influence to reduce water consumption and waste within the commercial sector. Increasingly we are subject to a competitive interview processes to secure major

companies as partners, and to support this the 'Regulatory Companion' brand was created along with supporting presentation materials to increase our competitive edge (see Annex 1).

Earlier in the year the Service was a finalist in the Office of Product Safety and Standards (OPSS) 'Regulatory Excellence Awards' for our work in this field and the Chief Executive of the OPSS wrote directly to our Chief Executive to personally commend our work.

In 2018/19 the Service provided 928 hours of Primary Authority advice, and 33 hours of chargeable business advice. To date in 2019/20 it has provided 670 hours of Primary Authority Advice demonstrating the strong take up of this service by businesses.

1.3 Better Business for All agenda

The Cambridgeshire 'Better Business for All' collaboration, incorporating Trading Standards, Environmental Health, Signpost 2 Grow/Combined Authority and the Fire Service, supported by the Department for Business, Energy and Industrial Strategy (BEIS) has delivered two successful events this year.

The first event was targeted at regulatory staff and local business support organisations. The aim was to increase knowledge of our respective support services and raise awareness of how to facilitate referrals and signposting to one another, in order to provide a more joined up service to business. For example, a business may be struggling with compliance due to outdated equipment. Trading Standards are now able to signpost businesses to the Growth Hub for funding and grant support for the purchase of new equipment, which in turn should lead to improved compliance.

The second was in conjunction with the Health and Safety Executive, and was targeted at businesses, again with the purpose of informing them of the array of business support (including regulatory support) which is available across Cambridgeshire and Peterborough. To support this event, Trading Standards produced 3 partnership videos - one for start-up businesses, one for growing businesses and one for established businesses – where the audience hears from a range of organisations about the support on offer as well as from businesses who have benefitted from these services. The Service has been commended by the BEIS for our work and are looking to roll these videos out to other regions. The videos are available on our webpage www.cambridgeshire.gov.uk/regulatorycompanion.

1.4 Tackling criminal enterprises that take custom away from legitimate trade

The Service is dedicated to protecting legitimate business by tackling criminal enterprises. For example, in 2018/19 the Service:

- successfully prosecuted UK Printwear who were producing counterfeit sweatshirts on a mass scale. We recovered £115K representing the proceeds of their crimes, of which £43K was awarded to the Authority under the Proceeds of Crime Act to support future enforcement activities. Additionally, a Bourn market trader, Camlin Tian, who was found selling counterfeit handbags, belts

and other accessories was successfully prosecuted in 2017, and this year, following a lengthy proceeds of crime investigation, the Service recovered £30K representing the benefit she had made from her crimes.

- intercepted and interviewed a gang of fish sellers following a complaint by an elderly resident, and compiled evidence which was passed to Trading Standards Authorities in the north east who were undertaking a larger investigation into these organised crime gangs. As well as impacting on legitimate fish sellers in the County, they were selling fish that was unfit for human consumption and incorrectly described, and in the case of this particular customer, had pressured her into buying 20 boxes of fish and then fraudulently tampered with her payment changing it from £52 to £520.

- shut down a TV scam being operated online following a sudden influx of complaints. The website cambridgetv.co.uk was offering cut price TVs having gone live days earlier and had disguised the identity of the person registering the website. With no means of rapidly tracing the individuals behind this sham business, Trading Standards worked with the website Registrar to shut down the site, preventing further losses to members of the public.

1.5 Animal disease control: protecting British farming and the reputation of British exports

Members will remember the devastating impact of Foot & Mouth disease in 2001 on our rural economies and the reputation of British meat exports. Trading Standards is a primary responder for all notifiable animal diseases including Swine Fever, Foot & Mouth, Avian Influenza, Rabies and African Horse Sickness. The Service is responsible for delivering the local response, containing the disease and eradicating it. To this end we have a comprehensive Animal Disease Contingency Plan, based on the national template, which we tested in an exercise in 2017. In 2018/19 the plan was developed further to facilitate a co-ordinated response across the 3 jurisdictions covered by the Trading Standards Shared Service – Cambridgeshire, Peterborough and Rutland – with clear lines of communication between the senior management structures of each Local Authority as well as the respective Local Resilience Forums. We will be testing these aspects of the plan in an exercise in November.

1.6 Upholding animal welfare standards across Cambridgeshire's farms

On a routine inspection by a Trading Standard's Animal Health Officer, a horrific case of neglect was uncovered at a farm in Cambridgeshire. 55 pigs had to be euthanized as well as a bull in the most serious case seen by our officers. One pig was well enough to be re-homed and has made a good recovery. The farmer was successfully prosecuted. In a second case, Trading Standards Officers uncovered widespread neglect of farmed animals, finding 124 pigs and 58 sheep without water to drink or dry bedding to sleep on. A number of animal carcasses were also found at the farm, breaching strict rules on the disposal of animal by-products. The Farmer was issued with a Notice requiring him to lawfully dispose of the dead pigs by a deadline, this was also missed but the dead stock was finally removed several days later. Again, he was successfully prosecuted.

2. Protecting the health and wellbeing of people

Trading Standards has a statutory duty to enforce over 100 pieces of primary legislation, and a large number of these statutes are there to protect the health and wellbeing of consumers. Below are a number of examples of work carried out last year that demonstrate the breadth of these interventions which help to keep residents safe on a daily basis.

2.1 Protecting consumers from allergens in food

In May the Service successfully prosecuted the Arundel Hotel in Cambridge following a complaint from a customer who had ordered a meal described as ‘nut free’ but which was found to contain nuts - an error which could have proved fatal. The Service has since carried out a sampling programme to test allergen compliance at other food establishments. It found that 26% of foods described as 'free from' certain allergens did in fact contain the specified allergens. Many businesses had good systems, but some failed to have adequate controls to ensure they could give customers the information they required about allergens. Most failures were found with burgers, chicken nuggets and kebab meat. The Service is now looking to work with Environmental Health departments across the region to provide training to businesses before taking further samples later in the year.

2.2 Protecting children from dangerous toys and equipment

The Service was contacted by Heathrow Airport after they suspended the importation of 1000 teddy bears by a business in Cambridgeshire for lack of CE marks. The bears were passed to Trading Standards for further safety testing, with the test house subsequently determining they were unsafe due to inadequate seam strength. Seams must be strong enough to prevent babies and young children accessing the stuffing and choking on it. These bears were intended to form part of ‘new baby’ packages on Amazon. The bears were voluntarily surrendered to Trading Standards by the UK importer who, as a new business, received comprehensive business advice on toy safety regulations and responsibilities of toy importers. The teddies that had already been sold were recalled and the surrendered bears were destroyed.

The Port Authorities also contacted the Service with concerns about some baby products entering the UK. Trading Standards officers found the play pens to be unstable and the booster seats straps to be fitted so low that a child could lean and topple the dining chair to which the booster was attached. The goods were withdrawn from sale and products already sold were recalled.

2.3 Protecting the public from unsafe electrical fittings

The Service also supported a local business with a RAPEX product safety recall on some LED aquarium lighting via Finland due to a potential electrocution issue. Unbeknown to the business, the manufacturer had changed the electrical safety controls from that that had been supplied originally. The business was under a duty to periodically test safety components to check compliance with the safety standard

which this Cambridgeshire business had failed to do. All affected products have been withdrawn and recalled.

2.4 Tackling Illicit and unsafe tobacco

Smoking, of course, has serious health implications for the consumer, but illicit cigarettes pose an additional safety risk to users and the wider public as many of them don't self-extinguish as is the requirement for legitimate cigarettes, leading to a high risk of house fires. For many years we have sent seized cigarettes to analysts for testing to confirm they are illicit before bringing a prosecution or revoking a licence. Analysts invariably use the 'self-extinguish' test to determine this. This year Trading Standards invested in its own 'self-extinguishing' testing chamber which allows the Authority to carry out its own tests without incurring the costs of an analyst. The Service has developed systems and standards for the use of this equipment and are now marketing it to other Authorities to generate a commercial revenue stream.

Illicit tobacco has been an issue in Fenland for a number of years now, despite multiple joint operations with the HM Revenue and Customs (HMRC). In an operation in January 2.9kg hand rolling tobacco and 5,620 cigarettes were seized from a premises in March. As a result, their licence was revoked within a month. However, in April officers executed a warrant of a storage container connected with the shop and found 22kg hand rolling tobacco and 22,780 cigarettes. A prosecution is underway. Also, in January on a joint day of action with HMRC we executed a warrant at Little Europe in Wisbech, and seized 1320 cigarettes. Again, a licence review was undertaken, and they surrendered their licence the day before the hearing. An investigation is ongoing, and the shop has now closed. Further joint operations took place in June.

The crimes are invariably linked to organised crime gangs, and what we are increasingly finding is that these suppliers are only keeping small amounts of stock at their premises with larger stocks stored elsewhere to minimise losses in the case of raids.

Our efforts have been recognised by Public Health who have provided the Service with a grant of £25K to deliver underage sales and illicit tobacco enforcement work during the current financial year across Cambridgeshire.

Aside from the health and public safety risks these crimes pose, annual national losses resulting from illicit tobacco are estimated to be in the region of £2.4bn so these crimes have a significant impact on the countries fiscal revenue.

2.5 Keeping the UK Rabies-free

Trading Standards are responsible for enforcing animal disease prevention and control measures. Illegal importation of cats and dogs to the UK continues to be a significant threat to our 'Rabies-Free' status, and an issue that Trading Standards Authorities across the UK regularly have to tackle, both in terms of illegal importers who mislead the public into buying pets they think were bred in the UK, and also in terms of individuals who go to visit family elsewhere in Europe and bring a pet back with them.

Trading Standards has developed an effective alert mechanism whereby vets can alert officers of any illegal import suspicions. The animals in question are seized by Trading Standards Officers and quarantined until the presence of Rabies and other diseases can be ruled out.

In a single week in April, Cambridgeshire and Peterborough Trading Standards received 2 reports from vets. The first related to a 6 year old Breton Spaniel imported from Spain with a fake passport which provided false information about its microchip (the microchip pre-dated the dog). The dog was quarantined for 3 weeks as Spain is a low risk country with regards to Rabies. The second related to a Dachshund, identified by a vet as an illegal import. The pet passport stated he was from Romania, but it is believed he was actually imported from Serbia. This dog was quarantined for longer due to the passport anomaly. In August the Service arranged for a cat to be quarantined having entered the UK with no Rabies vaccination from Slovakia. The owner was charged £775 for the cost of quarantine. The cat was a stray that he wanted to bring home with him to England. In recent weeks, 4 illegally imported puppies were seized from a dealer and were quarantined in Peterborough. Having completed the requisite quarantine period and received the appropriate vaccinations, they have all now been placed with families.

2.6 Safety at Sports Grounds

Since the Hillsborough tragedy, there have been strict national safety provisions in place to regulate sports grounds and stands above certain capacities and size. Trading Standards are responsible for inspecting these grounds to ensure that their practices conform to the Standard and that spectators remain safe at these large sporting events.

3. Supporting and protecting vulnerable people

3.1 Tackling rogue traders that prey on the elderly

This continues to be a high priority for the service. These gangs deliberately prey on the vulnerable, and once a victim has been scammed, the rogue trader invariably visit them time and time again, trying to illicit further money from them. They also share the details of victims with acquaintances who will also then target a victim. Tragically each year we come across cases where victims have lost their life savings to these criminals, and the mental harm can be more damaging still.

This can be demonstrated by the successful conviction of Patrick Doran in September. Over many months Doran called repeatedly at an 89 year old gentleman’s house to carry out gardening work, for which he charged hundreds of pounds more than a legitimate gardener. Furthermore, social services already had a gardener attending the property as part of the victims support package. At one point Doran drove the victim to a bank in an effort to get him to withdraw cash from his account. Concerned neighbours contacted the police and Doran fled the scene. At that point Trading Standards became involved and fitted a CCTV camera at the property and served him with a harassment notice. Nevertheless, camera footage revealed Doran calling at the property again, and also sending associates to call at the property, extracting a further £300 from the victim. At Crown Court on 13th

September Doran pleaded guilty to 2 charges under the Consumer Protection from Unfair Trading Regulations relating to professional diligence and aggressive practices. He was given 3 months in prison and was issued with a Restraining Order preventing him having any further contact with the gentleman.

3.2 Unlawful selling practices targeting the vulnerable

An unscrupulous company based in Peterborough who mis-sold and pressure-sold furniture to elderly and vulnerable people in Cambridgeshire and the wider UK was successfully prosecuted by the Service. Their abhorrent sales practices were summed up by the presiding Judge, His Honour Judge Cooper:

> "Sales scripts demonstrate exactly how your staff were to bulldoze through those objections to insist upon an appointment for a demonstration…Those demonstrations would sometimes go on and on, no matter the vulnerability of the client. Your victims reported missing medication, missing food, because the demonstrator simply wouldn't leave without an order….[Your demonstrators] were actively encouraged by the company to stay as long as was necessary to achieve a sale, even in the face of requests to leave or when confronted with an obviously vulnerable consumer likely to lack decision making capacity….I am not surprised therefore to see Victim Impact Statements referring to: victims feeling embarrassed, ashamed and humiliated, feeling and being apparently nervous, frightened and anxious, victims questioning their ability to live alone……So the harm included the fact that you chose to impoverish your customers mentally, intellectually, emotionally and financially. This was always the target group that you'd chosen of limited resilience. And you chose effectively people who couldn't stand up for themselves and who's loved ones would lack the means to do it for them."

Six prison sentences were imposed, with the Judge concluding "It is necessary to meet this offending with custody, and that is because the public needs to be protected from behavior of this kind, systematic and long-lasting as it has been." Following on from this conviction, the Service's Accredited Financial Investigator recovered £350K from the Directors of the company, representing the proceeds of their crimes, and an additional £30K compensation for their victims.

The work of the Service to protect the vulnerable through the tackling of rogue traders and other unlawful selling practices has led to the Service being shortlisted for another prestigious national award – the Association for Public Service Excellence (APSE) 'Service Team of the Year' award.

4. Service developments

4.1 Shared Service merger complete

The crucial step in cementing the Shared Service has now taken place with the merger of Cambridgeshire and Peterborough's Trading Standards database. This is of tremendous value to our Intelligence analysis and also in enabling officers to work flexibly across Cambridgeshire and Peterborough. Peterborough officers are in the

process of adopting Microsoft 365 with Cambridgeshire officers to follow imminently which will enable us to share a network area – the final stage of the merger.

4.2 Change of Directorate

As a result of structural changes across both Councils, the Trading Standards Shared Service has moved from the Place & Economy Department to People and Communities, with Wendi Ogle-Welbourn the Executive Director, and Adrian Chapman the Service Director.

4.3 Actively marketing our Financial Investigation services to wider teams

The Service's Accredited Financial Investigator has supported both Huntingdonshire District Council Housing Fraud team and South Cambridgeshire District Council Housing Fraud Team by taking Proceeds of Crime prosecutions alongside their Fraud prosecutions, recovering £31K and £24K for the Authorities respectively. These Authorities will be entitled to keep a third of these awards, and by law this money must be reinvested in further crime detection and prevention, thereby benefitting residents across these districts. Further cases are ongoing with these Authorities.

In addition, financial investigation support is assisting other services within our shared functions, benefiting both Cambridgeshire County Council, and Peterborough City Council.

4.4 Successful recruitment of an Intelligence Analyst

The Service successfully recruited a part time Intelligence Analyst of high calibre, having previously worked in Police Intelligence for many years. In the National Trading Standards Strategic Assessment, it was highlighted that Serious and Organised Crime Gangs now operate within every priority area enforced by Trading Standards, so her skills and knowledge will be invaluable in unravelling these gangs' complex networks, enabling us to target those who are truly perpetrating the crimes. Additionally, she carries out a wide range of analysis monthly on emerging trends and emerging problem traders within our jurisdiction, enabling the service to target its resources at those areas posing the greatest threat of harm– whether that threat be financial, health/safety related or in terms of harm to the local economy.

5. Value for money

The Chartered Institute of Public Finance listed the Regulatory Services Group for which the Trading Standards Function is a significant part as the lowest cost Regulatory Service compared to other local authorities, signifying great value for money. The national and local award success of our Trading Standards Service has demonstrated that the extent of core funding is just one of the factors that can impact on service delivery. In the case of Trading Standards, a well targeted, intelligence led approach in recent years has demonstrated the impact that can be achieved with the resources available.

In order to offset service delivery costs Trading Standards has been successful in securing grant funding from the following organisations:

- Food Standards Agency – Animal feed inspections on farms
- Department of Health – New burdens funding for vaping compliance work
- Public Health – Underage Sales, and Illicit Tobacco compliance work
- National Trading Standards – Investigatory and legal costs
- National Trading Standards – Intelligence database costs

In addition, the Service receives income from licensing explosives (firework storage), petroleum sites, and weights and measures verification of equipment, all statutory functions.

Trading Standards provide the following chargeable services to increase revenue:

- Primary Authority Advice to businesses
- Business Advice to non- Primary Authority businesses
- Provision of financial investigation services to other services and councils
- Asset Recovery Incentivisation Scheme

6. Challenges for the forthcoming year

6.1 Recruitment

Though we are a high performing authority with a strong reputation nationally, recruitment remains a challenge for us, as it does for regulatory services across the country, with fewer people coming into the professions. Increasingly the Service is finding that we are unable to recruit applicants with a trading standards background but are instead having to invest more in developing applicants with transferable skills.

The service has a current member of staff embarking on a regulatory apprenticeship scheme as part of a regional cohort across the East of England and will look to utilise such schemes in the future where advantageous to bring new staff in where vacancies exist. The age profile of the Service is also such that there will be a number of retirements over the coming years, so recruitment, training and development, and succession planning are all key to the future success of the Service.

6.2 Financial

With continuing pressure on council budgets and increasing service demand resulting from population growth, it will be important for the Service to continue to maximise opportunities to increase external revenue to both reduce operational costs and enable staffing capacity growth where necessary.

7. Performance

7.1 Performance against target response times

Details	Target/Response	Year 1 of shared service
Request for information under the Freedom of Information Act	20 business days	100%
Service Requests from businesses and other external organisations	First response within 5 business days	96% *
Consumer complaints about businesses	First response within 5 business days	99%
Safety complaints involving serious injury or damage	First response within 24hrs from notification received and acknowledged by PCC.	100%
Ongoing Doorstep crime	First response within 24hrs from notification received and acknowledged by PCC.	100%
Livestock welfare issue	First response within 24hrs from notification received and acknowledged by PCC.	100%
Illegal landing	First response within 24hrs from notification received and acknowledged by PCC.	100%
Statutory returns	All statutory returns to meet statutory time periods or arrangements as agreed	100%
Food Standards inspections/interventions	Completion of 100% of inspections detailed for a planned inspection within the FSA Food Plan	100%
Feed Standards	Completion of 100% of inspections detailed for a planned inspection with the FSA Feed Plan	100%
Food, Feed, Animal Health	Complete 100% of inspections/samples in line with funding requirements	100%

* Case management functionality within the database has been tweaked to address these response times. Recent indications suggest this has positively impacted on our response times.

7.2 Performance against benchmarks

7.2.1 Rogue trading

Number of rogue trader reports/enquiries received and responded to in Cambridgeshire, e.g. installation of memo cam, investigation, prosecution, referral, disruption of criminal activity:

	2016/17	2017/18	2018/19
Consumer complaints/reports responded to	14	14	14
Business complaints/ requests for service responded to	37	33	20

Number of rogue trader early interventions leading to a reduction in the amount of money lost by the consumer:

2016/17	2017/18	2018/19
7 (£20,526)	12 (£56,670)	13 (£94,993)

7.3 Interventions

We operate a graduated enforcement policy, and as a result, in most cases of non-compliance we use business advice as the preferred method of bringing a business back into compliance. In some cases, warnings or notices may be required, but in general prosecution is a last resort, used mostly to address deliberate, negligent and reckless criminal conduct such as welfare matters, rogue trading and public safety.
As a result, we have set out below a list of interventions for 2018/19.

Type of Intervention	Number
Business advice given	147
Food written warning	42
Feed written warning	6
Fair Trading written warning	8
Animal Health Improvement Notice	2
Prosecutions cases	13

Annex 1: Brand development for ‘Regulatory Companion’

Agenda Item No: 8

ALCONBURY WEALD, ERMINE STREET, LITTLE STUKELEY – OUTLINE PLANNING APPLICATION CONSULTATION RESPONSE

To:	**Economy and Environment Committee**
Meeting Date:	**17th October 2019**
From:	**Steve Cox: Executive Director, Place and Economy**
Electoral division(s):	**Warboys and the Stukeleys, Alconbury and Kimbolton, Sawtry and Stilton, Huntingdon West, Huntingdon North and Hartford, Brampton and Buckden**
Forward Plan ref:	**N/a** *Key decision:* **No**
Purpose:	**To consider and endorse the officers' response to the outline planning application for a mixed-use development of up to 1,500 dwellings, local centre including retail and community facilities, primary school, open space, play areas, recreation facilities, landscaping, associated demolition, ground works and infrastructure.**
Recommendation:	**Committee is asked to:**

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

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

Officer contact:		***Member contacts:***	
Name:	Juliet Richardson	Names:	Councillors Bates and Wotherspoon
Post:	Growth & Development Business Manager	Post:	Chairman/Vice-Chairmanb
Email:	Juliet.richardson@cambridgeshire.gov.uk	Email:	Ian.bates@cambridgeshire.gov.uk timothy.wotherspoon@cambridgeshire.gov.uk
Tel:	01223 699868	Tel:	01223 706398

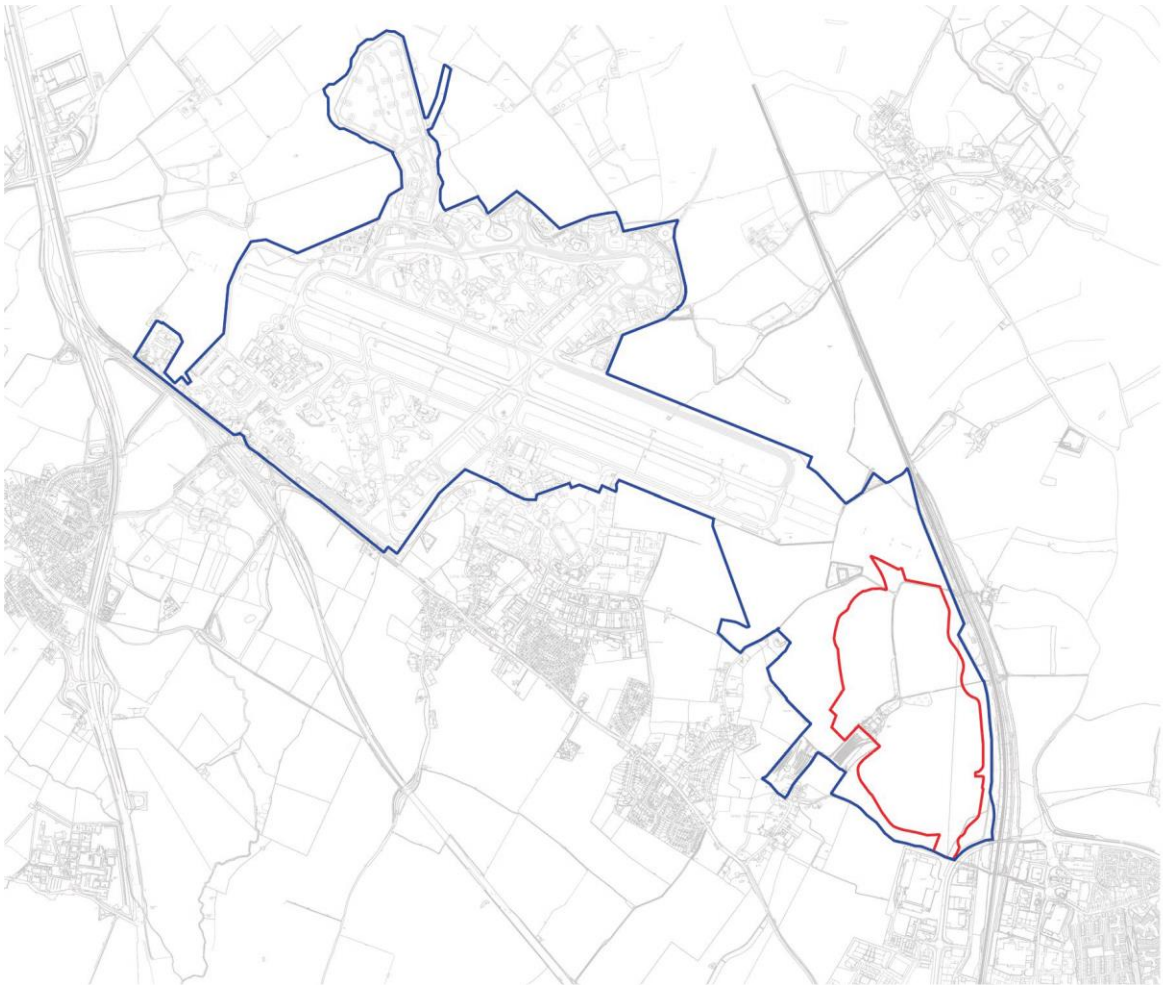
1.0 BACKGROUND

1.1 Development company Urban and Civic have submitted an outline planning application (OPA) to Huntingdonshire District Council (HDC), as the local planning authority, for up to 1,500 new homes. This report seeks Member endorsement of the officer response to the planning application consultation which was submitted to HDC on the 2nd September 2019 in order to meet the consultation deadline.

The Site

1.2 The site is located to the north of Huntingdon. It comprises 80.3 ha of agricultural land. This extends to the A141 to the south, the East Coast Mainline railway line to the east, the two Stukeley settlements to the west, and the wider Alconbury Weald to the north. It constitutes part of the southern section of the wider former Alconbury Airfield and Grange Farm site and is located within the existing Alconbury Weald planning permission boundary. The location of the site is outlined in red in diagram 1.

Diagram 1: Location Plan



Source: Alconbury Weald (Grange Farm) Outline Planning Application

1.3 The OPA proposes :-

- Up to 1,500 residential dwellings;
- Primary School, including early years;
- Local centre including retail and community facilities (A1-A5 and D1),
- Open Space and Play Areas;
- Landscaping;
- Recreation facilities;
- Associated demolition, ground works and infrastructure.

1.4 The site is allocated under Policy SEL1.1 Former Alconbury Airfield and Grange Farm of the Huntingdonshire's Local Plan to 2036: Adopted 2019 for approximately 5,000 homes with potential for more homes to be supported subject to capacity. However, this new outline planning application will increase the capacity of the wider Alconbury Weald site by 1,500 dwellings.

1.5 Any planning consent granted will be subject to securing a S106 Agreement to mitigate any adverse impacts of the development on existing infrastructure, such as highways or schools.

1.6 The planning application reference number is 19/01341/OUT.

2.0 MAIN ISSUES

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

2.2 The cumulative impact of the entire Alconbury Weald allocation will need to be considered to provide the adequate infrastructure and facilities that will serve the whole development.

Developer contributions / s106 agreement

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

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

2.4 The County Council will work with the district council and applicant to ensure that the s106 agreement makes provision for adequately mitigating the impacts of the development.

Education

2.5 The location of the proposed primary school is welcomed, however, the school will need to be accessible and serviced in order that it can be delivered in line with first site occupations if required.

2.6 The planning application does not specify the size of the school but 1,500 dwellings will generate a need for 3FE primary school with 3ha of land.

2.7 It will be necessary to provide land for a further 3FE of secondary school provision, in addition to the 8FE currently agreed for Alconbury Weald and the land for the special school. This will be secured through the corresponding application to amend the Alconbury Weald planning application and s106 agreement. This will take the secondary school to 11FE. The County Council's preferred size for a secondary school provision is 12FE. Therefore the possibility for further expansion on the secondary school site is limited and should further housing be proposed it may be necessary to consider alternative options for secondary education provision.

2.8 S106 contributions will be required for primary, secondary (in addition to land) and special school places.

Lead Local Flood Authority

2.9 A holding objection is raised until further technical evidence is submitted.

Transport Assessment

2.10 A holding objection is raised until further information is provided to carry out a detailed review of the Transport Assessment and Transport Assessment Addendum.

2.11 The Transport Assessment does not consider the actual proposed quantum of development (having assessed a lesser amount) and has concluded that the difference between the assessed and actual is immaterial. This is not acceptable as the cumulative impact of this and other such assertions within Key phase 1 and subsequent applications will be significant.

2.12 Copies of the modelling spreadsheets will be required to review the assumptions in respect of trips, distribution and mode share.

2.13 Any mitigation proposals will be agreed once all the relevant information is submitted.

Public Health

2.14 A holding objection is raised until a full health impact assessment is carried out as part of this planning application. The application does not comply with the Huntingdonshire District Council Local Plan as it fails to meet policy requirement LP 29 Health Impact Assessment, therefore the application has not demonstrated that the design of the scheme has been informed by the conclusion of a full health impact assessment.

Other services

2.15 Archaeology, County Planning and Strategic Waste and Library Services have raised issues of concern which can either be addressed by way of planning condition or by working with the application to agree appropriate mitigation measures.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

The application provides a range of measures to promote healthy lives, including sport, play and leisure uses.

3.2 Thriving places for people to live

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

3.3 The best start for Cambridgeshire's children

The development should provide appropriate mitigation to ensure that the needs of children are met in terms of providing early years, primary and secondary education.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no additional resource implications at this stage

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no implications at this stage.

4.3 Statutory, Legal and Risk Implications

There are no implications at this stage.

4.4 Equality and Diversity Implications

There are no implications at this stage.

4.5 Engagement and Communications Implications

There are no implications at this stage.

4.6 Localism and Local Member Involvement

There are no implications at this stage.

4.7 Public Health Implications

There are no implications at this stage.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Not applicable
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Cat Rutangye
Have any engagement and communication implications been cleared by Communications?	Yes Sarah Silk and Joanne Dickson
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Andy Preston
Have any Public Health implications been cleared by Public Health	Yes Iain Green

Source Documents	Location
Alconbury Weald (Grange Farm) – Planning Application 19/01341/OUT	*Available at https://publicaccess.huntingdonshire.gov.uk/online-applications/*

APPENDIX A: OFFICER RESPONSE TO OUTLINE PLANNING APPLICATION FOR

County Council Officer Comments

Outline planning permission (all matters reserved) for a mixed-use phased development to include - residential development of up to 1,500 dwellings (C2 and C3), local centre including retail and community facilities (A1-A5 and D1), primary school, open space, play areas, recreation facilities, landscaping, associated demolition, ground works and infrastructure.

19/01341/OUT

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

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

1.0 EDUCATION INFRASTRUCTURE SERVICE

Location of Schools

1.1 The central location of the school is welcomed as it will be within reasonable walking distance for all areas of Grange Farm. It is also located away from main roads and the train line. The indicative location of the school suggests it may border the country park, this may improve air quality and could offer opportunities for the school to make use of the park to support its curriculum.

1.2 The statutory walking distance for primary pupils is 2 miles. However, the distance from the southern edge of the Grange Farm development to Ermine Street Primary Academy is likely to exceed the statutory walking distance. The proposed site for the primary school on Grange Farm is located in key phase (KP) 2 of the development which suggests it would not be available for first occupations. Should the situation arise that there are primary aged children living on Grange Farm before the school is available and the closest available alternative primary school exceeds the statutory walking distance then the expectation is that the developer will meet any resulting additional cost incurred, including the cost of any transport required. It is likely that additional transport will impact on the transport assessment and does not meet the policy requirement to minimise the need to travel.

1.3 It is also possible that the Ermine Street Primary Academy will be full prior to the availability of the primary school site on Grange Farm. This is due to the proposal that KP1 on Alconbury Weald is extended to 1900 dwellings. The higher dwellings in Alconbury Weald KP 1 may result in a child yield of 3.6FE, higher than the 3FE that can be accommodated by the current primary school, Ermine Street Primary Academy. Should this be the case the primary school on Grange Farm may be required before the primary school site (in Grange Farm KP 2) is available unless the location is changed.

1.4 For the reasons set out above the primary school site on Grange Farm will need to be accessible and serviced in order that it can be delivered in line with first occupations if required.

Post 16

1.5 It is noted that there is a loss of a site originally proposed by the developer for post 16 education on Grange Farm and agreed in the Alconbury Weald S106. We would therefore seek to offer post 16 education on the secondary school site on Alconbury Weald. This approach has been agreed by the Department for Education for the proposed new Alconbury Weald Secondary free school. Therefore this approach can be included as part of the S106 and considered within the S73 application for Alconbury Weald.

School Size

1.6 The application does not state a proposed size for the primary school site. It is likely that a 3 form of entry (FE) school incorporating pre-school provision on the site, will be required for Grange Farm. A 3FE primary school will require a 3 ha site which meets the requirements of the Council's school site specifications.

Early Years Provision

1.7 Cambridgeshire County Council have a statutory duty to provide early years and childcare places for parents to work and train and to meet the free entitlement, (15 hours free childcare for 3 & 4 year olds) and extended entitlement (30 of free childcare for many working parents). It is County policy to site early years provision on school sites and we therefore welcome the recognition that the provision of early years facilities will be provided on the primary school site.

1.8 The application proposes that additional D1 space is provided in the Local Centre in order to provide nursery places. The proposal to offer additional early years places is welcomed. However, the space that is set aside will need to be of sufficient in size, with an outdoor area and should be available for sole use by the early years provider for full time use.

Secondary and Special School

1.9 1500 dwellings will result in the need for an additional 375 secondary places, this is equivalent to 2.5FE. For school organisational purposes we do not develop half forms of entry, therefore 3FE will be required to accommodate the increased secondary demand.

1.10 The application suggests that additional land will be provided on the secondary school site identified on Alconbury Weald to mitigate the additional need for secondary places resulting from Grange Farm. The land required should be sufficient to provide a further 3FE of secondary school provision, in addition to the 8FE currently agreed for Alconbury Weald and the land for the special school. This will take the secondary school to 11FE.

1.11 It should be noted that he Council's preferred size for a secondary school provision is 12FE. Therefore the possibility for further expansion on the secondary school site is limited and should further housing be proposed it may be necessary to consider alternative options for secondary education provision.

1.12 Special education provision for children with SEN is delivered through area special schools one of which will be located on Alconbury Weald. There will be a requirement for a contribution towards the cost of providing 15 special school places to mitigate the impact of the development of Grange Farm, this will be secured as part of the Section 106 agreement.

Levels and site requirements

1.13 The school site will be required to meet the School Site Specification (Appendix 1), including the requirement for a level and flat site. This will need to be secured as part of the Section106 agreement.

Other

1.14 CCC's general multiplier for early years and school places has been agreed by the Council's Children and Young Peoples Committee 5th December 2017. For sites such as Alconbury Weald a multiplier of 40 children per 100 dwellings is used for primary aged child yield calculations and 25 children per 100 dwellings for secondary aged child yield calculations.

Recommendations

1.15 We recommend that the location of the primary school site is such that it allows for delivery of the school in line with first occupations if required. Should the school be located in a position where timely delivery is not possible, the developer will be required to meet any additional cost resulting from this.

1.16 S106 contributions will be required for primary, secondary and special school places.

2.0 LIBRARIES AND LIFELONG LEARNING

2.1 Cambridgeshire County Council has a mandatory statutory duty under the Public Libraries and Museums Act to provide a comprehensive and efficient library service to everyone living, working or studying in Cambridgeshire.

2.2 The importance of libraries to the quality of life, well-being, social, economic and cultural development of communities is recognised both nationally and locally. Therefore, it is important to include access to a range of library facilities to meet the needs of the residents of this new development for information, learning and reading resources in connection with work, personal development, personal interests and leisure.

2.3 These services and facilities include:

- Adult and children's books
- Information books and leaflets
- Local studies and tourist information

2.4 These services in libraries, including mobile libraries, are supplemented by online access to books and high quality information resources available to library members from their home, workplace or school/college.

2.5 The facilities and services provided by libraries play a vital role in the following areas:

- Developing children's reading skills and enjoyment of reading and providing the resources for improving them throughout their pre-school and school years;
- Encouraging and supporting the development of adult and children's literacy through the delivery of the Reading Agency's Universal Reading Offer;
- Supporting the economic development of the local area by providing books, information resources and courses for people in work to develop their skills and knowledge, or for people to improve their literacy, numeracy, IT or other basic skills to help them enter or return to the job market;
- Supporting local tourism, sense of place and population movement by providing information and leaflets about local places and services, and local history and heritage.

2.6 In assessing the contribution to be sought from developers towards library provision, a consistent methodology is applied in Cambridgeshire, based on the following two principles.

2.7 Firstly, the **requirement** for a contribution is determined according to:

1) The County Council's Service Levels Policy for the provision of a range of levels of library service to ensure that communities of similar sizes across the County receive equivalent access. Since this policy is used on an ongoing basis to determine the level of stock and resources available in line with the existing population it follows, therefore, that a significant increase in population will require a corresponding increase in the level of resources made available.

2) An assessment of how the additional demand can be addressed, taking into account:

    - The size and position of the planned development;
    - The distance to / catchment area of any existing static library provision or the location of any existing mobile library stop(s);
    - The physical capacity of the existing library provision in the area to deliver a service to additional users.

2.8 Secondly, where appropriate the **level** of developer contributions for new library service provision will be based on national guidance which sets out the costs per head of population increase to cover building, fitting out, stocking and equipping libraries. The guidance is contained in the document: *Public Libraries, Archives and New Development: A Standard Charge Approach, May 2010,* developed by the Museums, Libraries and Archives Council on behalf of the Department of Culture, Media and Sport, the central government department with overall statutory responsibility for public libraries. This standard charge approach has formed the basis of the agreements already in place for the major new developments in Cambridgeshire. The standard charges are based on the Royal Institution of Chartered Surveyors (RICS) Building Cost Index and the National Statistical Office Retail Price Index for books and periodicals and will be adjusted in line with those indices over time.

2.9 Based on these principles, the actual level of the contribution sought for each development will depend on its size and location in relation to the size / physical capacity of existing library accommodation. However, in all cases it will include a one-off contribution to book and library stock and the shelving, equipment and infrastructure to accommodate and support those additional resources.

2.10 In order to assess whether the contribution is ***necessary to make the development acceptable in planning terms*** the County Council calculates the number of new residents arising from the new development and assesses this against the current capacity in the area.

2.11 The Huntingdonshire Developer Contribution SPD sets out the average household size multiplier of 2.25 people per dwelling. This equates to 3,375 new residents arising from the development.

2.12 The contribution will be sought on the basis of £97 per head of population increase which is the cost specified in the Museums, Libraries and Archives Council for the creation of additional floorspace including resourcing and fit out of library facility at the main Alconbury Weald development.

3.0 TRANSPORT

3.1 Further information is required in order for Cambridgeshire County Council's Transport Assessment Team to carry out a detailed review of the Transport Assessment and Transport Assessment Addendum. Therefore, the County Council holds an **objection** until this information is submitted following the comments below.

3.2 A 'churn' affect has been added to the traffic flows using proportions taken from Alconbury Weald Key Phase 1 to simulate the addition of traffic to a constrained (congested) network. Given that this is a first principles assessment which effectively sits outside the Alconbury weald outline planning application, this required further investigation.

3.3 The Transport Assessment does not consider the actual proposed quantum of development (having assessed a lesser amount) and has concluded that the difference between the assessed and actual is immaterial. This is not acceptable as the cumulative impact of this and other such assertions within Key phase 1 and subsequent applications will be significant.

3.4 The Transport Assessment make reference to Scenario 6 of the CSRM2 modelling which apparently shows that 6,500 dwellings may be accommodated as well as committed development. If this is the case then any 'Churn' affect should be in inherent within this model and thus this should be used to identify any impacts of a constrained network.

3.5 Modelling Input files/Outputs have not been included within the assessment therefore the modelling and subsequent conclusions cannot be verified/agreed at this time.

3.6 Copies of the modelling spreadsheets will be required to review the assumptions in respect of trips, distribution and mode share.

3.7 It is noted that the internalisation of trips for Grange Farm is higher than that for key phase 1 extension, this requires further investigation/consideration once the modelling spreadsheets have been received.

3.8 Proposed Junction mitigation measures cannot be agreed at present.

3.9 Any junction mitigation proposals that are agreed with CCC will require submission for Stage 1 Road safety Audit.

4.0 PUBLIC HEALTH

4.1 The application has been compared to the New Housing Developments and the Built Environment Joint Strategic Needs Assessment (JSNA) for Cambridgeshire[1].

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

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

4.3 The application, in particular the Socio- Economic section of Environmental Statement (ES), has therefore been reviewed against these themes to ensure the application and assessments submitted in support of the application has identified relevant impacts on health and contains specific mitigation measures to address the impact the development can have on human health.

4.4 The application does not comply with the Huntingdonshire District Council Local Plan as it fails to meet policy requirement LP 29 Health Impact Assessment which requires "A proposal for large scale major development, defined in the 'Glossary', will be supported where it can be demonstrated that the design of the scheme has been informed by the conclusions of a full Health Impact Assessment."

4.5 There is no mention of a full health impact assessment being carried out in any of the application documents, and therefore the application has not demonstrated that the design of the scheme has been informed by the conclusion of a full health impact assessment. It is also therefore not possible to fully assess the application.

4.6 At this stage a **holding objection** is made on the grounds that the application has failed to adequately assess the potential beneficial and adverse impacts on human health as required by the Huntingdonshire local plan, in addition the socio-economic chapter of the Environmental Statement has failed to adequately assess the potential impacts on human health as required.

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

Specific comments on the Environmental Statement are as follows.

Construction Environmental Management Plan (CEMP)

4.4 The commitment to control air bourn pollutants and control measure in section 7 are supported as are the control measure in section 8 - Noise, however their link to adverse effects of noise on human health has not been considered, e.g. mental health.

Design and Access Statement

4.5 The concept of Country Park Living, in particular the objectives to; create a new neighbourhood set within an extensive network of green space, and promote health and wellbeing by providing open space areas for active and recreational use are supported.

4.6 The overarching vision for Grange Farm is underpinned by the positive impact that the outdoors and nature can have on our mental health and emotional well-being, through the notion of:- 'Creating Healthy Infrastructure' delivering 'A Park for Life' is supported.

4.7 The four themes which underpin the landscape vision - Community Landscapes, Diverse Landscapes, Active Landscapes, and Productive Landscapes are also supported.

Design Code

4.8 The concept of "play for all ages" (Section 8.8) is supported in particular the "Grange farm standard" (section 8.11) particularly room sizes is supported, however the application has failed to make the link between room sizes and positive/adverse health outcomes.

4.9 The design code has failed to address the needs of an ageing population e.g. "age proofing", however masterplanning 14 does include wayfinding which is supported.

4.10 The application would benefit from including a wider acknowledgement that the "Grange Farm Standard" also contributes to positive Health and wellbeing outcomes – this should have been addressed through a full Health Impact Assessment.

4.11 The "Grange Farm Design Code Compliance Checklist" in Appendix 1 should also include "age proofing/dementia friendly", and a requirement to address any adverse health impacts – The Design code should also show how it is addressing the "Ten principles of the NHS Healthy Town programme", and subsequent guidance.

Green Infrastructure Strategy

4.12 The opportunity to contribute and promote 'The Huntingdonshire Health Walks' scheme by providing a range of circular walks within the Application Site that range in distance to suit different abilities, ages and user groups is supported.

Gardens and Private Spaces

4.13 The concept of "most properties will benefit from external spaces which will be their responsibility to maintain. Opportunities should be provided for greenhouses, raised beds and any other form of food production to be installed where possible. Responsibility for the management of these areas will be solely with the individual property owners, but a

community and healthy living ethos should be encouraged to help support this initiative" is supported.

Overall net gain

4.14 The proposal for the delivery of formal and informal play provision to address current deficit within the local area and meet the Huntingdon open space and sports standards is supported.

4.15 Promoting local food production with provision for community allotments and orchards is supported.

4.16 Delivery of a 'healthy infrastructure' focussed on getting people outdoors, active and engaging with productive landscapes and the positive environmental, social and health benefits Green Infrastructure can have on health and wellbeing is supported.

Environmental Statement

Map of local facilities

4.15 The reference to NELNHSFT is not correct - the buildings referenced are likely to be occupied by the Cambridgeshire and Peterborough Foundation Trust and are likely to be offices only – there are not a hospital service building as indicated on the key to the map.

4.16 The aims and objectives of the Grange Farm Travel Plan, as below are supported:

- to reduce the reliance on the private car in the long-term by seeking to secure a reduction in the number of vehicle trips (especially single occupancy vehicle trips) generated by the Grange Farm development, by shifting trips towards sustainable modes of travel;
- to minimise travel demand by providing on-site facilities at the onset of the Grange Farm development;
- to manage travel demand through the implementation of proactive behavioural change measures, encouraging the default mode of travel to be the most sustainable mode of travel;
- to reduce carbon emissions associated with the Grange Farm development;
- to embed travel behavioural change within the Grange Farm development, the wider Alconbury Weald community and the surrounding areas of Alconbury, the Stukeleys, Abbots Ripton and Huntingdon;
- to reduce costly road congestion by managing travel demand from the Site, consistent with Government policy;
- to build upon good urban design principles that maximise the permeability of the development to promote walking, cycling and public transport use to the local area and also the wider Alconbury Weald development;
- to promote healthy workforces and lifestyles; and
- to deliver a transport strategy for Grange Farm parallel with the transport strategy for the whole of Alconbury Weald which will evolve over time to reflect technological, policy and behavioural change.

Section 106 Heads of Terms

4.17 The Planning Statement includes a commitment in the Community Facilities section for the "provision of offsite extensions to health and dental facilities (within wider Alconbury Weald)."

4.18 Clarification should be sought from the applicant and the Cambridgeshire and Peterborough Clinical Commissioning Group on how this is to be delivered. Currently the Alconbury Weald Section 106 consists of the transfer of serviced land (0.23ha) to a health provider for a nominal sum of £1. The land will be returned if the health facility is not build within 10 years. There is no capital sum towards the construction of the facility.

4.19 There is also a requirement to provide a temporary facility in an existing building together with a contribution of £180,000.

4.20 As the commitment to provide a health facility on Alconbury Weald is not confirmed by the Clinical Commissioning Group it is not possible for the applicant to commit to building an additional two consulting rooms as no existing facility exists.

5.0 Minerals and Waste

5.1 The Waste Strategy supplied with this application has been reviewed and its content is welcomed. The commitment to prepare a Site Waste Management Plan is also noted. Subject to the applicant submitting the Site Waste Management Plan and its Closure Report to the LPA, when available, it is considered that the requirement of Policy CS28 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) will be adequately addressed.

Appendix 1; S106 Site Specification – Primary School (1 Form of Entry (FE) 2FE or 3 FE).		
Requirement	**Description**	**Trigger**
Site	Unencumbered freehold title to site. Site is to be provided for NIL consideration with services available for connection. All non-servient easements, wayleaves and public rights of way are to be diverted around site.	Transfer to facilitate any necessary remediation works in order to commence construction 12 months prior to target opening date.
General site issues	Site shall be clear of refuse at time of transfer. Clean topsoil shall be included and shall not be removed form site prior to transfer. Site shall be free from constraints such as contamination, ancient hedgerows or drainage ditches.	Transfer
Site area, delineation and temporary access	Site area to be a minimum of 2.3 hectares (1.5 ha for 1FE, 2.3 ha for 2FE, and 3 HA for 3FE delineated by concrete marker posts (min 900mm above ground level) located at each change of direction. An adequate haul road with no use restrictions shall be provided to enable plant, vehicles and machinery to access the site from the existing adopted highway.	Master planning
Site configuration and levels	Preferred shape is rectangular (with long side no longer than twice the short side). There is to be a minimum of 130m road frontage. The site shall be level and the maximum gradient across any direction shall not exceed 0.25m across whole site.	Master planning
Site position within development	The site shall have straight road frontage and shall not to be situated on a corner near road junctions. The location shall be agreed as part of the planning application process	Master planning

	with the school being located reasonably central to the proposed catchment area.	
Site Plans	To provide: • Draft transfer plan to maximum scale of 1:500. • Layout plan of entire development showing existing highway network.	Commencement of S106 negotiations
Surveys & Investigations	To provide the following documents insured by collateral warranties to provide the Council with redress from the provider in the event of error or inaccuracy: • Planning statement of the site to confirm existence of any listed buildings or scheduled monuments, and confirm whether the site is within or near a Conservation Area or SSSI. • Full site topographical survey (electronic format compatible with AutoCAD 2007 (copyright to be passed to CCC)) to include boundaries, site features, all existing underground and above ground services, identifying type, level and route across the site, levels expressed relative to Ordnance Datum at 5m grid centres, drainage levels, adjacent development proposals for highways and infrastructure. • Full archaeological survey as required by planning authority. • Detail and location plans of known previous site disturbances, eg, depth and location of previous archaeological	

	excavations carried out by the developer could impact on foundation design and construction. • Results of site investigation carried out to the relevant current British and European Standards, including BS 5930, BS EN 1997-1, BS EN 1997-2 and all related standards referred to therein. This shall determine load bearing capacity of soils, soil types (and depths), type and location of any contamination and ground water level. The Council shall be granted a licence with no fee payable to enter the site to carry out any independent pre-construction surveys.	
Communications masts/above ground high tension cables	All site boundaries to be a minimum distance of 2000m from the nearest communications mast and 440,000v power cables. Site boundaries shall be a minimum distance of 100m from 11,000v overhead cables.	Master planning
Sound	The acoustic requirements for the school site stated in BB93 should be applicable to the school site at all stages of any surrounding development and on completion of the development. For example, before, during and after construction of adjoining or nearby development that forms part of the same overall development and under the control of the same developer.	Master planning
Indemnity	To fully indemnify Cambridgeshire County Council for costs of relocating, re-routing, remediating,	Commencement of S106 negotiations

	removing or disposing of any live service, underground obstruction or contamination	
Boundaries This is an advisory item**.**	When contemplating design and uses for adjoining development developers should be aware of typical school boundary specification. An example follows: All site boundaries (other than front boundary) fenced with 1800 mm high weld mesh on steel posts in accordance with BS 1722. The front boundary to be 1800 mm high galvanised steel railings. One pedestrian entrance to be provided on front boundary, a second on an alternative boundary in agreed position, each with steel gates, and three vehicular entrances (on differing boundaries) with steel gates complete with crossovers of pavements to adopted highways. Any and all boundary treatments, hedges, etc required by planning conditions are to be provided in-situ. Each entrance to have level access to roads that are or shall be adopted.	After site transfer
Highway	Adjacent roads, pavements and cycleways to be constructed up to base course level, final wearing courses to be laid within 12 months of site transfer or at a time to be agreed with the Council. Highway infrastructure adjoining site to be adopted by Highway Authority.	Base course level on site transfer. As S106.
Services generally	All easements, wayleaves and associated installations to serve the site shall have been completed to the site boundary.	Site transfer

	In the event that incomplete agreements or installations threaten to delay delivery of the school the transferor shall undertake to provide temporary services to the site.	
Water	Supply to terminate no less than 3 metres within site boundary at a position to be agreed with the Council. Size of main and water pressure to meet the requirements a 3FE school with appropriate stop valves/terminations/meters in the appropriate boxes/pits/inspection chambers.	Site transfer
Fire hydrant	To be located approximately 5 metres within the front boundary at a position to be agreed with the Council with appropriate stop valves/terminations/meters in the appropriate boxes/pits/inspection chambers.	Site transfer
Gas	Supply to terminate no less than 3 metres within site boundary at a position to be agreed with the Council. Natural gas main to size and pressure to meet the minimum requirement of an operational 3FE school with appropriate stop valves/terminations/meters in the appropriate boxes/pits/inspection chambers.	Site transfer
Electricity	Supply to terminate no less than 3 metres within site boundary at a position to be agreed with the Council. Size of supply to meet the minimum requirement of an operational 3FE primary school with appropriate stop valves/terminations/meters in the appropriate	Site transfer

	boxes/pits/inspection chambers.	
Telecoms	Broadband connection to terminate no less than 3 metres within site boundary at a position to be agreed with the Council. Sufficient number of telephone lines (20 as a guide) for a 3FE school with appropriate terminations in the appropriate boxes/pits/inspection chambers.	Site transfer
Foul & surface water drainage	To provide details of the Sustainable Urban Drainage Scheme that has been prepared as a development-wide strategy. Such a scheme may include attenuation, swales, balancing ponds, soakaways and discharging into watercourses etc, and may have to be built to an adoptable standard. The onus for design, construction and approvals scheme to the site boundary is to remain with the developer even though the school site may make use of and discharge into the system. If there is a requirement for pumping then this is not part of the school design, all associated infrastructure shall be off site and adopted by the drainage authority. If there are any restrictions on outfall from the site then these need to be stated by the developer, this usually applies to surface water and may dictate whether attenuation is required on the site. No open water shall be located adjacent to the school site. Connections to the foul	Master planning

	sewerage system (to be adopted) shall be made available to accommodate the minimum requirement of a 3 FE school no less than 3 metres within the site boundary, at a position to be agreed with the Council.	
Sub-stations	Any substation or pumping house is to be located beyond the site and not within 10m of school site boundary.	Master planning
BREEAM	Site characteristics and development infrastructure shall not hamper or impede the aim of achieving **VERY GOOD BREEAM** rating. Master planning	Master planning

Appendix 2 – Flood and Water Response

We have reviewed the following documents:

- Flood Risk Assessment and Water Management Strategy, prepared by Peter Brett Associates, reference 24213/4005, dated June 2019
- C1- Environmental Statement – Volume 1: Main Report, Chapter 13) Hydrology Flood Risk and Drainage, prepared by XXX, dated June 2019
- Site Location Plan, prepared by Urban and Civic, reference UAC048/005 C, dated May 7th 2019

The current proposal is to intercept surface water through trapped gullies and rainwater harvesting systems, with conveyance via a surface water sewer and ditches to one of eight proposed attenuation ponds. The ponds will discharge to a tributary of Bury Brook, which bisects the site from west to east, discharging to a siphon just outside the red line boundary, beneath the East Coast Mainline (managed by Network Rail).

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

1. **Source Control**

   Section 7.7.2 of the submitted Flood Risk Assessment and Water Management Strategy (FRA&WMS) indicates that source control methods will be used ‘subject to feasibility’ and Section 7.7.4 indicates that ‘as a minimum’, surface water will be intercepted by trapped gullies. Water quality treatment will be addressed through use of catch pits, petrol interceptors, vegetation in attenuation ponds and where possible, swales.

Whilst the LLFA welcomes the proposal for vegetation in attenuation ponds and use of swales, there is a lack of source control SuDS measures across the site. This restricts the potential for both silt removal and discharge at the greenfield runoff rate.

We would only accept the use of catch-pits and petrol interceptors if they are downstream of an additional stage of treatment such as permeable paving. This would reduce the runoff rates, and filter silt from the runoff, reducing the risk of blockage to the siphon.

2. Insufficient evidence from blockage analysis

Section 3.4.4 of the FRA&WMS, states that a CCTV found the siphon to be in adequate working order, however survey data submitted in Appendix D of the FRA&WMS indicates a history of blockage. The applicant has modelled the siphon for 50%, 75% and 90% blockages, at the request of the LLFA. Item 8 of the Technical note on page 150 of the FRA&WMS indicates a maximum increase in depth of 0.15m for a 1:100 year +25% climate change event at 90% blockage.

The LLFA requests flood volumes for each model node and plans of the flood extent for each of the following scenarios:

- 1:100 year baseline
- 1:100 year 50% blockage
- 1:100 year 75% blockage
- 1:100 year 90% blockage

The analysis indicates that the blockage would have a minimal impact on the site as flood water would overtop the headwall and spill into the railway cutting. This is an increase in flood risk to the East Coast Mainline – a nationally significant infrastructure asset.

3. SuDS design

Section 7.6.1 of the FRA&WMS proposes use of trash screens to prevent access and mitigate blockages to the piped network. The LLFA does not support the use of trash screens as they pose a maintenance liability, other methods of blockage mitigation should be considered such as a perforated riser. Please visit chapter 28 of the CIRIA SuDS Manal C753 for further information.

Section 7.6.1 also indicates that SuDS features will have side-slopes with a minimum gradient of 1:2.5. This is too steep. The minimum allowable gradient is 1:3 as outlined in section 22.2 of the CIRIA SuDS Manual C753, to reduce maintenance related risks. We would encourage the gradients to be as shallow as 1:4 where reasonably practicable, to ensure that the SuDS features fit in with the surrounding landscape.

4. No betterment proposed

The present submission does not comply with Paragraph 157/c of the National Planning Policy Framework. This requires the site to use ‘opportunities …to reduce the causes and impacts of flooding (where appropriate through the use of natural flood management techniques)’. The Alconbury area has significant existing flood risk and there is a natural flood management project currently underway in Alconbury Brook. The site should look to

use natural flood management measures to slow the flow of water, allowing discharge from the site to closer represent the greenfield runoff rate.

5. Climate Allowances for storage estimates

The applicant has used outdated climate change allowances for the surface water storage requirement calculations in section 7.6.2 of the submitted FRA&WMS. As outlined in paragraph 5.1.12 of the Flood & Water Supplementary Planning Document, the climate change allowance should be based on the proposed lifetime of development, using the relevant central estimate for design purposes. The upper estimate should be used to assess the potential flood risk implications. Further information on how these changes should be applied can be found here on the .GOV website.

6. Inadequate Storage Estimate Calculations

The storage estimates provided in section 7.6.2 of the FRA&WMS are dimensionless. The LLFA requests that the applicant resubmits these with the dimensions stated, so that these storage estimates may be compared with the 2D hydraulic model results.

Informatives

OW Consent

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

https://www.cambridgeshire.gov.uk/business/planning-and-development/water-minerals-and-waste/watercourse-management/

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

Assistance For Developers

- Cambridgeshire County Council has a surface water guidance document which is available to view here. This document provides checklists and templates to help ensure you include sufficient information within your drainage strategies. Following this guidance will help reduce the risk of an objection which can hold up a planning application.
- We also offer a pre-application service which enables you to discuss your drainage proposals with the LLFA Officers prior to submission of a formal application.

Agenda Item No: 9

COUNCILLOR APPOINTMENT TO THE A505 ROYSTON TO GRANTA PARK STRATEGIC GROWTH AND TRANSPORT STUDY STEERING GROUP

To:	**Economy and Environment Committee**
Meeting Date:	**17 October 2019**
From:	**Steve Cox: Executive Director, Place and Economy**
Electoral division(s):	**Duxford, Linton, Melbourn and Bassingbourn, Sawston and Shelford,**
Forward Plan ref:	**n/a** *Key decision:* **No**
Purpose:	**To consider the establishment of an A505 Royston to Granta Park Strategic Growth and Transport Study Member Steering Group and to appoint three Cambridgeshire County Councillors to the Steering Group**
Recommendation:	**It is recommended that the Economy and Environment Committee:** **i) approve the establishment of the A505 Royston to Granta Park Strategic Growth and Transport Study Steering Group** **ii) appoint three County Councillors to the Steering Group** **iii) appoint three substitute Members to the Steering Group** **iv) invite Hertfordshire County Council to nominate a representative to the Steering Group**

	Officer contact:		***Member contacts:***
Name:	**Natasha Hincks**	Names:	Cllr I Bates/Cllr T Wotherspoon
Post:	Principal Transport and Infrastructure Officer	Post:	Chair/Vice-Chair
Email:	Natasha.Hincks@cambridgeshire.gov.uk	Email:	Ian.bates@cambridgeshire.gov.uk Tim.wotherspoon@cambridgeshire.gov.uk
Tel:	01223 715487	Tel:	01223 706398

1 BACKGROUND

1.1 The Cambridgeshire and Peterborough Combined Authority (CA) presented a paper at its 27 March 2019 Board meeting that gave funding approval of £1 million for Cambridgeshire County Council to procure and deliver a study to understand in detail the options to deliver multi-modal transport improvements to address current problems and future transport demand between Royston and the A11.

1.2 The study will consider what transport improvements and policy interventions are required to support and enable the continued success of the internationally important life sciences cluster to the southeast of Cambridge, including aspirations for expansion of the Research Campuses and Science Parks. It will also take account of aspirations for new housing and development opportunities in the wider area. Ensuring the study is comprehensively aligned with the Combined Authority's emerging Cambridge Autonomous Metro (CAM) project and the Greater Cambridge Partnership's Cambridge South East Transport Study (CSETS) is fundamental.

1.3 Consultant resource is currently being procured by the Council through an ESPO framework, with work due to begin in October.

2 MAIN ISSUES

2.1 Member and stakeholder involvement will be essential throughout the study, which is in the early stages of development and so the project team wish to set up the Member Steering Group in preparation for Councillor involvement being required. The proposal is for this advisory group to comprise three Cambridgeshire County Councillors, the same number from South Cambridgeshire District Council, and a Hertfordshire County Councillor.

2.2 A communication and engagement strategy will be developed to guide stakeholder and public input.

A Member Steering Group

2.3 The study will soon reach a stage where Councillors need to be involved. Guidance on how the Group will make recommendations will be clarified in the Terms of Reference that will be agreed when the Group first meet. For information, a draft Terms of Reference is in Appendix 1.

2.4 It is envisaged that the Member Steering Group will make recommendations to the County Council's Economy and Environment Committee and to South Cambridgeshire District Council's Cabinet.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Thriving places for people to live

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

- To enable further growth in the internationally important growth area. This is both housing and employment growth which would be to the benefit of all local residents.

- To reduce congestion and improve safety across the area which will result in economic benefits.

3.2 **A good quality of life for everyone**

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

- Improve access in the area which will assist with providing better links to employment, health and education.
- Ensure that consideration is given to sustainable forms of transport which have health benefits.

3.3 **The best start for Cambridgeshire's children**

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 **Resource Implications**
There are no significant implications for this priority.

4.2 **Procurement/Contractual/Council Contract Procedure Rules Implications**
There are no significant implications for this priority.

4.3 **Statutory, Legal and Risk Implications**
There are no significant implications for this priority.

4.4 **Equality and Diversity Implications**
There are no significant implications for this priority.

4.5 **Engagement and Communications Implications**
There are no significant implications for this priority.

4.6 **Localism and Local Member Involvement**
Local members from wards in the study area are to be consulted for inclusion in the Steering Group.

Implications	**Officer Clearance**
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona Macmillan

Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Andy Preston
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

Source Documents	**Location**
Cambridgeshire and Peterborough Combined Authority Board Paper 27th March 2019 – A505 Strategic Study	https://cambridgeshirepeterboroughcagov.cmis.uk.com/Document.ashx?czJKcaeAi5tUFL1DTL2UE4zNRBcoShgo=pURmvEeGSTsBBOFj0HowpEEx3c3594WTW62Jc7rsH9%2bpHKqyUvV0TA%3d%3d&rUzwRPf%2bZ3zd4E7Ikn8Lyw%3d%3d=pwRE6AGJFLDNlh225F5QMaQWCtPHwdhUfCZ%2fLUQzgA2uL5jNRG4jdQ%3d%3d&mCTIbCubSFfXsDGW9IXnlg%3d%3d=hFflUdN3100%3d&kCx1AnS9%2fpWZQ40DXFvdEw%3d%3d=hFflUdN3100%3d&uJovDxwdjMPoYv%2bAJvYtyA%3d%3d=ctNJFf55vVA%3d&FgPlIEJYlotS%2bYGoBi5olA%3d%3d=NHdURQburHA%3d&d9Qjj0ag1Pd993jsyOJqFvmyB7X0CSQK=ctNJFf55vVA%3d&WGewmoAfeNR9xqBux0r1Q8Za60lavYmz=ctNJFf55vVA%3d&WGewmoAfeNQ16B2MHuCpMRKZMwaG1PaO=ctNJFf55vVA%3d

Appendix 1: Draft Terms of Reference

A505 Royston to Granta Park Strategic Growth and Transport Study

Member Steering Group

Terms of Reference – DRAFT

1. The Member Steering Group has been established to assist in the review and development of schemes identified by the Royston to Granta Park Strategic Transport and Growth Study.

2. The aim of the Study is to understand in detail the options to deliver multi-modal transport improvements to address current problems and future transport demand between Royston and the A11. The study will consider what transport improvements and policy interventions are required to support and enable the continued success of the internationally important life sciences cluster to the southeast of Cambridge, including aspirations for expansion of the Research Campuses and Science Parks.

3. It will also take account of aspirations for new housing and development opportunities in the wider area. It is fundamental that the study is comprehensively aligned with the Combined Authority's emerging Cambridge Autonomous Metro (CAM) project and the Greater Cambridge Partnership's Cambridge South East Transport Study (CSETS).

4. This note sets out the roles that the Member Steering Group will fulfil during the study, with the main role of the Group to provide guidance regarding the general direction of the study, while representing the concerns of constituents within the limitations of the respective study remits. The group will be asked to comment on the schemes identified by the study using their local knowledge of transport and other issues.

5. A Communications Strategy will be developed to support the Terms of Reference document. This Strategy will set out protocols for communication of the study and Members have a role to adhere to the communications strategy to enable effective implementation of the study.

6. To ensure that the County and District Councils are all involved in the study, the Group will represent their respective authorities and play a role in disseminating information back to fellow Members where appropriate. Three nominated representatives for Cambridgeshire County Council, three nominated representatives for South Cambridgeshire District Council and a representative from Hertfordshire County Council will be able to attend the Member Steering Group meetings. Councillors will nominate a chairperson for the group from amongst its membership at the first meeting.

7. The A505 Royston to Granta Park Strategic Transport and Growth Study is funded by the Cambridgeshire and Peterborough Combined Authority, with power delegated to Cambridgeshire County Council (CCC) to run and manage the study through the County Council's Economy and Environment Committee. It is envisaged that the Steering Group will make recommendations to the Economy and Environment Committee, which would in turn make recommendations to the Combined Authority.

8. In parallel, the Member Steering Group will make recommendations to South Cambridgeshire District Council's Cabinet to ensure that support is obtained from all authorities.

FINANCE MONITORING REPORT – August 2019

To:	**Economy and Environment Committee**
Meeting Date:	**11 October 2019**
From:	**Steve Cox - Executive Director, Place & Economy** **Chris Malyon - Chief Finance Officer**
Electoral division(s):	**All**
Forward Plan ref:	**Not Applicable** ***Key decision:*** **No**
Purpose:	**To present to Economy and Environment Committee the Finance Monitoring Report (FMR) for Place & Economy Services as at the end of August 2019.** **The report is presented to provide Committee with an opportunity to note and comment on the financial position as at the end of August.**
Recommendations:	**The Committee is asked to:-** • **review, note and comment upon the report**

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

1. BACKGROUND

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

2. MAIN ISSUES

2.1 The report attached as Appendix A is the Place & Economy Services Finance Monitoring Report for 2019/20 as at the end of August 2019.

Revenue

2.2 Place and Economy as a whole is forecasting a bottom line underspend of £1.9m.

The main explanations for this are:-

- Street-lighting: The forecast underspend of £119K is mainly due to an energy rebate relating to previous years but although there is some uncertainty about future energy costs and some legacy issues which mean the forecast may change.

- Bus Lane Enforcement and Parking Enforcement: a £650K over-achievement of income is forecast and is being closely monitored.

- Winter Maintenance: a projected overspend of £463K. The new contract was tendered at the time the council reduced the number of gritting routes, therefore the number of drivers required was significantly less. The increased number of drivers and subsequent ongoing training required in-line with legislation, coupled with the need to replace the loading shovels that had reached the end of their life has resulted in an increased cost for running the winter service. The gritters were also fitted with trackers and route guidance systems which help protect the council against insurance claims as well as improve the driver's efficiency when gritting.

- Waste Management: A breakdown in the Mechanical and Biological Treatment plant meant that no waste was processed this financial year until 7th May and once the agreed threshold was exceeded the contractor was responsible for the landfill tax – creating an underspend of around £1.25m. Offsetting this is a pressure due to delays in the implementation of the planned contract savings of about £75K per month. In addition, the one-off implementation costs of the van and trailer permit scheme will be £100K. The net impact of these three factors is that waste is forecasting a £1,002K underspend.

- Highways Development Management are forecasting to generate £494K of additional income in excess of costs.

Capital

2.3 The revised capital budget for 2019/20 reflect the carry-forwards of funding from 2018/19 and the agreed re-phasing of schemes. The forecast now shows slippage of £16.7m on King's Dyke to reflect the re-procurement which is underway, and there is some slippage on other schemes which is explained in more detail in Appendix 7

"Commentary on Capital Expenditure".

Performance

2.4 General Purposes Committee confirmed that the performance update would no longer be part of the Finance Report but would be a separate report presented to Service Committees on a quarterly basis. However, the vacancy, tree and Local Highway Initiative (LHI) activity data continues to be reported on within the Finance Monitoring Report.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

There are no significant implications for this priority.

3.2 Thriving places for people to live

There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

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

Source Documents	Location
none	

Appendix A

Place & Economy Services

Finance Monitoring Report – August 2019

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 2019/20 £000	Actual £000	Forecast Variance - Outturn (August) £000	Forecast Variance - Outturn (August) %
0	Executive Director	376	233	0	0
-1,042	Highways	19,634	5,874	-386	-2
-46	Passenger Transport	7,081	2,680	0	0
-873	Environmental & Commercial Services	38,259	5,812	-1,006	-3
-487	Infrastructure & Growth	2,044	636	-487	-24
0	External Grants	-15,293	-1,639	0	0
-2,448	**Total**	**52,101**	**13,596**	**-1,879**	**-4**

The service level budgetary control report for August 2019 can be found in appendix 1.

Further analysis of the results can be found in appendix 2.

2.2 Significant Issues

Winter

The new contract was tendered at the time the council reduced the number of gritting routes, therefore the number of drivers required was significantly less. The increased

number of drivers and subsequent ongoing training required in-line with legislation, coupled with the need to replace the loading shovels that had reached the end of their life has resulted in an increased cost for running the winter service. The gritters were also fitted with trackers and route guidance systems which help protect the council against insurance claims as well as improve the driver's efficiency when gritting.

Waste Private Finance Initiative (PFI) Contract

Due to breakdowns at the Mechanical Biological Treatment (MBT) facility, no waste was processed in this financial year until 7th May. As the waste takes 6 to 7 weeks to complete the MBT composting process, this has resulted in a significant reduction in our expected landfill tax spend based on performance information up to the end of July. Whilst we still await data from the following months to tell us how the plant performs for the remainder of the financial year, this has resulted in an underspend of around £1,250,000.

Offsetting this, the budget was based on a set of contract savings being agreed with our PFI contractor and implemented by 1st April 2019. This has not yet occurred and it is now expected that the contract changes will not come in to effect until at least September. Whilst some agreed savings have already been implemented, there will be a pressure of approximately £75,000 for every month completion of the contract change is delayed.

Following agreement at the Highways and Infrastructure committee to implement a van and trailer permit scheme at the Household Recycling Centres (HRCs), there will be additional one-off costs of approximately £100,000.

The above three elements combine to form an underspend of around £1,020,000 at present. Although this forecast could change due to MBT performance and the impact of any planned maintenance.

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

A further grant have been awarded from the Department for Transport since the published business plan, this being Pothole grant funding 19/20 (£0.802m).

A new grant has been awarded in 19/20 (£0.560m) via Highways England through the Department for Transports (DfT) Designated Funds Programme providing a contribution to the feasibility, design and delivery of the Northstowe Heritage Facility.

All other schemes are funded as presented in the 2019/20 Business Plan.

A detailed explanation of the position can be found in appendix 6.

APPENDIX 1 – Service Level Budgetary Control Report

Forecast Outturn Variance (July)		Budget 2019/20	Actual August 2019	Forecast Outturn Variance	
£000's		£000's	£000's	£000's	%
	Executive Director				
0	Executive Director	376	233	0	0%
0	**Executive Director Total**	**376**	**233**	**0**	**0%**
	Highways				
-0	Asst Dir - Highways	157	66	0	0%
150	Local Infrastructure Maintenance and Improvement	6,085	2,596	150	2%
-150	Traffic Management	-95	150	-165	-174%
-50	Road Safety	528	295	-50	-9%
-328	Street Lighting	10,086	3,241	-119	-1%
-14	Highways Asset Management	407	130	-15	-4%
-650	Parking Enforcement	0	-1,034	-650	0%
0	Winter Maintenance	2,125	254	463	22%
-0	Bus Operations including Park & Ride	340	174	-0	0%
-1,042	**Highways Total**	**19,634**	**5,874**	**-386**	**-2%**
	Passenger Transport				
20	Community Transport	2,777	830	22	1%
-66	Concessionary Fares	4,304	1,850	-22	-1%
-46	**Passenger Transport Total**	**7,081**	**2,680**	**-0**	**0%**
	Environmental & Commercial Services				
-0	Asst Dir - Environment & Commercial Services	-6	19	-0	0%
-0	County Planning, Minerals & Waste	449	61	-0	0%
17	Historic Environment	80	46	0	0%
-0	Flood Risk Management	419	154	0	0%
0	Energy Projects Director	28	329	0	0%
0	Energy Programme Manager	58	25	-4	-7%
-890	Waste Management	37,231	5,179	-1,002	-3%
-873	**Environmental & Commercial Services Total**	**38,259**	**5,812**	**-1,006**	**-3%**
	Infrastructure & Growth				
0	Asst Dir - Infrastrucuture & Growth	160	69	0	0%
0	Major Infrastructure Delivery	1,300	543	0	0%
7	Transport Strategy and Policy	33	80	7	21%
0	Growth & Development	551	244	0	0%
-494	Highways Development Management	0	-301	-494	0%
-487	**Infrastructure & Growth Total**	**2,044**	**636**	**-487**	**-24%**
-2,448	**Total**	**67,395**	**15,235**	**-1,879**	**-3%**
	Grant Funding				
0	Non Baselined Grants	-15,293	-1,639	0	0%
0	**Grant Funding Total**	**-15,293**	**-1,639**	**0**	**0%**
-2,448	**Overall Total**	**52,101**	**13,596**	**-1,879**	**-4%**

APPENDIX 2 – Commentary on Forecast Outturn Position

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

Service	Current Budget for 2018/19 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
Local Infrastructure Maintenance and Improvement	6,085	2,596	+150	+2
The highways shared service with Peterborough City Council was originally budgeted to be implemented in 2019/20 but this will not be achieved until 2020/21. The saving is included in this budget line and so this creates a forecast overspend.				
Street Lighting	10,086	3,241	-119	-1
A refund has also been received for over payment of energy costs from a previous supplier.				
Parking Enforcement	0	-1,034	-650	0
Bus lane enforcement is providing additional income in excess of the budget set. This income is difficult to predict and therefore the budget holder will monitor the financial position on a regular basis, updating the forecast accordingly.				
Winter Maintenance	2,215	254	+463	+22
The new contract was tendered at the time the council reduced the number of gritting routes, therefore the number of drivers required was significantly less. The increased number of drivers and subsequent ongoing training required in-line with legislation, coupled with the need to replace the loading shovels that had reached the end of their life has resulted in an increased cost for running the winter service. The gritters were also fitted with trackers and route guidance systems which help protect the council against insurance claims as well as improve the driver's efficiency when gritting.				
Community Transport	2,777	830	+22	+1
This service is provided on behalf of the Combined Authority. On 7th February 19 the E&E Committee agreed to fund the replacement bus services until the end of March 2020. In order to maintain all existing bus services there is a budget deficit of £22k. A projected underspend on the Concessionary fares budget has been vired to cover the costs in this area.				
Concessionary Fares	4,304	565	-22	-1
This service is being provided on behalf of the Combined Authority and is forecasting an underspend due to the change in eligibility being linked to the increased pensionable age and				

the reduction in the number of bus routes. Budget for this projected underspend has been vired to fund the forecast overspend on Community Transport.				
Waste Management	37,231	5,179	-1,002	-3
Due to breakdowns at the Mechanical Biological Treatment (MBT) facility, no waste was processed in this financial year until 7th May. As the waste takes 6 to 7 weeks to complete the MBT composting process, this has resulted in a significant reduction in our expected landfill tax spend based on performance information up to the end of July. Whilst we still await data from the following months to tell us how the plant performs for the remainder of the financial year, this has resulted in an underspend of around £1,250,000. Offsetting this, the budget was based on a set of contract savings being agreed with our PFI contractor and implemented by 1st April 2019. This has not yet occurred and it is now expected that the contract changes will not come in to effect until at least September. Whilst some agreed savings have already been implemented, there will be a pressure of approximately £75,000 for every month completion of the contract change is delayed. Following agreement at the Highways and Infrastructure committee to implement a van and trailer permit scheme at the Household Recycling Centres (HRCs), there will be additional one-off costs of approximately £100,000. The above three elements combine to form an underspend of around £1,002,000 at present. Although this forecast could change due to MBT performance and the impact of any planned maintenance.				
Highways Development Management	0	-301	-494	0
There is an expectation that section 106 and section 38 fees will come in higher than budgeted for new developments which will lead to an overachievement of income. However, this is an unpredictable income stream and the forecast outturn is updated regularly.				

APPENDIX 3 – Grant Income Analysis

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

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	15,293
Non-material grants (+/- £30k)		0
Total Grants 2019/20		**15,293**

APPENDIX 4 – Virements and Budget Reconciliation

	£'000	Notes
Budget as per Business Plan	52,783	
Transfer of Trading Standards service to P&C	-694	
Non-material virements (+/- £30k)	+12	
Current Budget 2019/20	**52,101**	

APPENDIX 5 – Reserve Schedule

Fund Description	Balance at 31st March 2019 £'000	Movement within Year £'000	Balance at 31st August 2019 £'000	Yearend Forecast Balance £'000	Notes
Other Earmarked Funds					
Deflectograph Consortium	43	0	43	43	Partnership accounts, not solely CCC
Highways Searches	57	0	57	57	
On Street Parking	2,195	0	2,195	1,700	
Streetworks Permit scheme	205	0	205	205	
Highways Commutted Sums	862	1	863	900	
Streetlighting - LED replacement	31	0	31	0	
Community Transport	537	-537	0	0	
Flood Risk funding	20	0	20	0	
Real Time Passenger Information (RTPI)	0	216	216	200	
Waste - Recycle for Cambridge & Peterborough (RECAP)	121	0	121	100	Partnership accounts, not solely CCC
Travel to Work	181	0	181	180	Partnership accounts, not solely CCC
Steer- Travel Plan+	52	0	52	52	
Waste reserve	1,637	(1,053)	584	0	
Other earmarked reserves under £30k	(370)	426	56	0	
Sub total	**5,571**	**(947)**	**4,624**	**3,437**	
Capital Reserves					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&E
Other Government Grants	1,422	0	1,422	0	
Other Capital Funding	4,647	842	5,488	1,000	
Sub total	**6,069**	**842**	**6,910**	**1,000**	
TOTAL	**11,640**	**(106)**	**11,534**	**4,437**	

APPENDIX 6 – Capital Expenditure and Funding

Capital Expenditure

2019/20						
Total Scheme Revised Budget	Original 2019/20 Budget as per BP	Scheme	Revised Budget for 2019/20	Actual Spend (August)	Forecast Spend - Outturn (August)	Forecast Variance - Outturn (August)
£'000	£'000		£'000	£'000	£'000	£'000
		Integrated Transport				
375	200	- Major Scheme Development & Delivery	375	20	375	0
682	682	- Local Infrastructure Improvements	846	320	827	-19
594	594	- Safety Schemes	594	30	594	0
345	345	- Strategy and Scheme Development work	459	227	459	0
2,902	1,346	- Delivering the Transport Strategy Aims	3,007	461	2,686	-321
23	23	- Air Quality Monitoring	23	0	23	0
16,118	14,591	**Operating the Network**	16,662	355	16,152	-510
		Highway Services				
83,200	6,300	- £90m Highways Maintenance schemes	6,316	3,741	6,146	-170
802	0	- Pothole grant funding	802	7	802	0
0	0	- National Productivity Fund	0	10	1	1
708	0	- Challenge Fund	708	350	718	10
146	0	- Safer Roads Fund	146	19	146	0
0	0	- Additional Highways Maintenance	0	-43	-8	-8
		Environment & Commercial Services				
11,064	3,357	- Waste Infrastructure	255	39	255	0
560	0	- Northstowe Heritage Centre	560	0	560	
1,000	250	- Energy Efficiency Fund	365	-9	365	0
		Infrastructure & Growth Services				
16,732	475	- Cycling Schemes	3,000	321	3,005	5
9,116	0	- Huntingdon - West of Town Centre Link Road	0	1	0	0
49,000	1,000	- Ely Crossing	1,469	-1,235	1,000	-469
149,791	3,460	- Guided Busway	500	105	500	0
29,982	14,176	- King's Dyke	17,300	236	570	-16,730
1,000	0	- Scheme Development for Highways Initiatives	688	80	283	-405
150	0	- A14	150	141	150	0
22	0	- Other schemes	22	19	22	0
0	0	Combined Authority Schemes	3,505	1,578	3,505	0
		Other Schemes				
36,290	8,500	- Connecting Cambridgeshire	14,133	347	14,133	0
	292	Capitalisation of Interest	292	0	292	0
410,602	**55,591**		**72,177**	**7,120**	**53,561**	**-18,616**
	-11,683	Capital Programme variations	-13,505	0	0	13,505
	43,908	**Total including Capital Programme variations**	**58,672**	**7,120**	**53,561**	**-5,111**

The increase between the original and revised budget is partly due to the carry forward of funding from 2018/19, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2018/19 financial year. The phasing of a number of schemes have been reviewed since the published business plan. This still needs to be agreed by GPC.
An additional grant has been awarded since the published business plan, this being Pothole grant funding.

A new grant has been awarded in 19/20 (£0.560m) via Highways England through the Department for Transports (DfT) Designated Funds Programme providing a contribution to the feasibility, design and delivery of the Northstowe Heritage Facility.

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

Revised Budget for 2019/20	Forecast Spend - Outturn (August)	Forecast Variance (August)	Variance Last Month (July)	Movement	Breakdown of Variance	
					Underspend/ Overspend	Rephasing
£'000	£'000	£'000	£'000	£'000	£'000	£'000
Delivering the Transport Strategy Aims - Cycling Schemes						
1,188	848	-340	-340	0	-100	-240
Expenditure for a number of cycling schemes, this year, will be less than the amount budgeted:- - Fenstanton to the Busway Due to the need to work through a statutory process relating to changing a permissive footpath to a public bridleway by means of a 'Creation Order' this will delay the scheme's delivery and hence £100k will be spent in this financial year, and £100k in 20/21. - Rampton to Willingham It was originally planned to make some surface improvements to a quiet road that traverses through The Irlams. The condition of the route is such that much more than £100k is required to do this and thus a scheme will not be delivered at this time. - Girton to Oakington (funded by S106 from Northstowe) Widening and improving the existing shared use path is likely to involve piping lengths of open ditch and in other areas sheet piling. This requires more complex design and certain approvals to be obtained. This means a lengthier design phase and hence expenditure in this financial year being lower than first anticipated.						
Operating the Network						
16,662	16,152	-510	-478	-32	0	-510
Signals - C233 Cherry Hinton Rd Cambridge (At Queen Ediths Way / Robin Hood junction) Projected £575k underspend in 2019-20. Work on this scheme has been delayed as a nearby cycle scheme has been pushed back to start January 2020. With the Highways site so close work can begin after this work is complete. The current plan is to construct from April 2020 onwards. The revised outturn is based on work to complete modelling and get scheme to construction ready level.						

King's Dyke						
17,300	570	-16,730	-16,730	0	0	-16,730
Following the E&E committee decision on 15th August to re-tender the construction contract for Kings Dyke the profile has been updated to reflect this. The forecast outturn for 2019/20 is now currently estimated at £570k.						
Ely Crossing						
1,469	1,000	-469	-469	0	0	-469
The 19/20 budget of £1.469m is currently anticipated to be on budget. Expenditure on the scheme now relates to finalising the construction contract value for the bypass, the underpass scheme, landscaping and accommodation works, land compensation claims and statutory undertakers' final claims. These items are subject to negotiations which are currently underway. The timescales for resolution of such claims is uncertain, especially for land compensation, as claims for compensation are often significantly higher than the County Council's evaluation and negotiations can become protracted.						
Huntingdon West of Town Centre Link Road						
0	0	0	0	0	0	0
Expenditure on the scheme now relates to land compensation claims and negotiations which are currently underway. The timescales for resolution of such claims is uncertain as claims for compensation are often significantly higher than the County Council's evaluation and negotiations can become protracted.						
Scheme Development for Highway Iniatives						
688	283	-405	-405	0	0	-405
£1m was originally awarded to fund potential new schemes. This funding will be used over a number of years for this work, so some of the funding has been deferred to future years.						

Capital Funding

2019/20				
Original 2019/20 Funding Allocation as per BP	**Source of Funding**	**Revised Funding for 2019/20**	**Forecast Spend - Outturn (August)**	**Forecast Funding Variance - Outturn (August)**
£'000		**£'000**	**£'000**	**£'000**
17,781	Local Transport Plan	17,781	17,460	-321
0	Other DfT Grant funding	1,856	1,856	0
500	Other Grants	650	650	0
4,887	Developer Contributions	4,334	3,744	-590
15,450	Prudential Borrowing	22,784	19,755	-3,029
16,973	Other Contributions	24,772	10,096	-14,676
55,591		**72,177**	**53,561**	**-18,616**
-11,683	Capital Programme variations	-13,505	0	13,505
43,908	**Total including Capital Programme variations**	**58,672**	**53,561**	**-5,111**

The increase between the original and revised budget is partly due to the carry forward of funding from 2018/19, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2018/19 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Funding	**Amount (£m)**	**Reason for Change**
Revised Phasing (Specific Grant)	0.00	Rephasing of grant funding
Additional Funding (Section 106 & CIL)	-0.58	Additional developer contributions to be used for a number of schemes
Revised Phasing (Other Contributions)	3.16	Revised phasing of King's Dyke spend.
Additional Funding / Revised Phasing (DfT Grant)	2.71	Roll forward and additional Grant funding – Challenge Fund (£0.708m), Safer Roads Fund (£0.146m), Cycle City Ambition Grant (£0.494m), Pothole Action Fund (£0.802m) and Northstowe Heritage Centre (£0.560m).
Additional Funding / Revised Phasing (Prudential borrowing)	6.10	Additional funding required for increased costs for Ely Crossing (£0.469m). Rephasing of Investment in Connecting Cambridgeshire (£5.633m)

Red Amber Green (RAG) rating
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 11.09.2019

CAMBRIDGE CITY WORKS PROGRAMME

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/18 completion date)	Project Update and any Issues or Variance Explanation
Carried Forward from 2017/18					

Total Local Highway Improvement (LHI) Schemes	**39**
Total Completed	**38**
Total Outstanding	**1**

Cllr Taylor 30CPX01643	Queen Edith	Queen Edith Way	Motor Vehicle Activated Signs (MVAS)	RED	Issue discussed with City Cllr via email. Interim way forward agreed with Cambridgeshire County Council (CCC) operating the devices until ongoing liability issue is resolved with the city council. CCC now reviewing mounting locations and permissions from Balfour Beatty Living Places (BBLP) with regards to utilising existing lamp columns. Waiting on response to email from Cllr Taylor regarding possible locations for locating the device. BBLP to be consulted once response from County Councillor (CC) received. MVAS unit to be put up on site week commencing 16/09/19, County Cllr aware.

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
Carried Forward from 2018/19					

Total LHI Schemes	**27**
Total Completed	**22**
Total Outstanding	**5**

Cllr Jones 30CPX02274	Petersfield	Mill Road	Extend Traffic Regulation Order (TRO) operation	RED	Carried over to tie this in with the 19/20 Local Highway Improvement (LHI) for the same proposal on the opposite side of the bridge. However County Cllr has subsequently decided to deliver the schemes separately due to lead in times. County Cllr has asked to delay work until Mill Rd Bridge works are completed, now waiting on confirmation to proceed from Cllr.

Cllr Taylor 30CPX02278	Queen Edith's	Hills Road	Cycle Racks and hardstanding	RED	Scheme was with City Council and to be designed by them. Scheme was carried over due to design lead in times. City council chased, response and revised designs received 08/03. Design had to be revised again and then submitted for pricing. Received target cost for work back from contractor, tying in with City footway schemes, to commence on site October, following local consultation, and tied in with Major Instructure Delivery (MID) cycle team works for 5 days, County Cllr aware.
Cllr Richards 30CPX02279	Castle	Mnt Pleasant/Shelly Row/Albion Row	20 mph zone	RED	Scheme with City Council and to be delivered by them. Will be carried over due to design lead in times. Consultation running through April. Once complete this will be sent off for costing. Submitted to contractor for target costing 12/06/19, to commence on site September. County Cllr aware.
Cllr Crawford 30CPX02285	Cherry Hinton	Church End	Point closure to prevent through traffic	RED	Delays to date due to scope changes from original LHI application and investigation on suitable solutions by officers. County Cllr has reviewed responses to informal consultation and confirmed would like to proceed with formal TRO process, this will be advertised on 22/08 for 3 weeks.
Cllr Jones 30CPX02296	Petersfield	Great Northern Road	Zebra crossing	RED	BBLP design complete and safety audit returned. County Cllr aware of delivery timescales and constraints due to the location. Delivery date currently unknown, depending on the adoption of the S278 works, and streetworks allowing access as it is near Station.

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
Current Schemes 19/20					
Total LHI Schemes		**26**			
Total Completed		**7**			
Total Outstanding		**19**			
Cllr Noel Kavanagh	Romsey	Mill Rd	Extension to existing parking restrictions	RED	Informal consultation delayed due to local elections, officer concerns over delivery timescale as a result of this due to Traffic Regulation Order process. County Cllr has informed officers City colleagues no longer support the scheme, this is unlikely to be delivered.
Lilian Rundblad	Arbury	Carisbrooke Road	Parking restrictions on the corners of Warwick Rd and Histon Rd and along Carisbrooke Rd	GREEN	Design complete. Out for TRO advertisement from 22/08 for 3 weeks.
Cambridge University Cycling and Walking Subgroup	City Wide	Citywide	Improve cyclist safety	GREEN	Site visit complete and designs approved, to be tied in with other works around the City
Christina Leadlay	Arbury	Clarendon Rd	Bollards	GREEN	Site visit complete and designs approved, to be tied in with other works around the City

Cheney-Anne Payne	Arbury	Histon Rd	MVAS	GREEN	To be tied in with similar schemes around the county and delivered as one package. Units to be operated by CCC until agreement reached with City council once they arrive in stock.
Dr Jocelynne A. Scutt	Castle/Market/Arbury	Jesus Lock Bridge	Installation of a street light and improved signage	GREEN	Site visit complete 21/05. Now designing.
Elisa Meschini	Kings Hedges	Moore Cl	Parking restrictions, Double Yellow Lines (DYLs) proposed	RED	Scheme now withdrawn due to lack of local support for proposals.
Elisa Meschini	Kings Hedges	Middleton Cl/ Milton Rd junction	Parking restrictions, DYLs proposed	GREEN	Design complete. Out for TRO advertisement from 22/08 for 3 weeks.
Cllr Joan Whitehead	Abbey	Wadloes Rd	Parking restrictions (extension of DYLs past McDonalds)	GREEN	Design complete. Out for TRO advertisement from 22/08 for 3 weeks.
Hanover and Princess Courts Associations	Petersfield	George IV St	Parking restrictions, DYLs proposed	GREEN	Design complete. Out for TRO advertisement from 22/08 for 3 weeks.
Netherhall School	Queen Edith's	Queen Edith's Way	MVAS	GREEN	To be tied in with similar schemes around the county and delivered as one package. Units to be operated by CCC until agreement reached with City council once they arrive in stock.
Cllr Noel Kavanagh	Romsey	Cromwell Rd	Parking restrictions	GREEN	Design complete. Out for TRO advertisement from 22/08 for 3 weeks.
Cllr Mike Sargeant	Chesterton	Hurst Park Avenue	Installation of 2no. additional street lights	GREEN	Work Complete
Rosy Moore	Romsey/Petersfield	Carter Bridge	Lining works on the bridge	GREEN	Work Complete
Cllr Sandra Crawford/ various applicants	Cherry Hinton	Walpole Rd/ Cherry Hinton Rd junction	Raised table	GREEN	Site visit complete, design done and consultation shortly.With Cllr Crawford for comment 30/08/19.
Cllr Mike Sargeant	Chesterton	Chesterton Hall Crescent	New street light	GREEN	Work Complete
Cllr Mike Sargeant	Chesterton	Hurst Park Estate	Parking restrictions in the area, DYLs proposed	GREEN	Design complete. Out for TRO advertisement from 22/08 for 3 weeks.
Cllr Mike Sargeant	Chesterton	Springfield Rd	New street light	GREEN	Work Complete
Cllr Amanda Taylor	Queen Edith's	Holbrook Rd	Speed cushions	GREEN	Site visit with applicant completed, now designing. Consultation to follow afterwards. With Cllr Taylor for comment 20/09/19.
Cllr Noel Kavanagh	Romsey	Hobart St	Road markings and signs at Marmora Rd/Hobart Rd junction	GREEN	Site visit complete, now designing, to be tied in with the other city lining schemes. TRO advertised 22/08 for the double yellow lining extensions.
Cllr Claire Richards	Castle	Garden Walk	New street light	GREEN	Work Complete
Cllr Mike Sargeant	Chesterton	Hurst Park Estate	MVAS	GREEN	To be tied in with similar schemes around the county and delivered as one package. Units to be operated by CCC until agreement reached with City council once they arrive in stock.
Elisa Meschini	Kings Hedges	Basset Cl	New street light	GREEN	Work Complete
Elizabeth Eaton	Abbey	Newmarket Road	Improvements to the pedestrian crossing	GREEN	Design complete, now with safety team for audit from 12/08/19.
Norman Benton	Queen Edith's	Rotherwick Way	Parking restrictions	GREEN	Design complete. Out for TRO advertisement from 22/08 for 3 weeks.
Colin McGerty	Queen Edith's	Rotherwick Way	New street light	GREEN	Work Complete

SOUTH CAMBRIDGESHIRE WORKS PROGRAMME

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
Carried Forward from 2018/19					

Total LHI Schemes	**25***
Total Completed	**20**
Total Outstanding	**5**

Cllr Batchelor 30CPX02364	Balsham	High Street	Zebra	RED	Delays due to issues with developer. Flashing school signs have been installed. Temporary TRO booked for works. Majority of work completed, U.K. Power Network (UKPN) connection being done 12/09.
Cllr Howell 30CPX02351	Bourn	High Street	Footpath widening	RED	Scheme was carried over as Temporary TRO is needed for the work. Parish and County Cllr made aware. Awaiting Target cost for work from contractor. Parish updated regarding delays. Cost received back from contractor and order raised on 09/09, waiting on start date.
Cllr Smith 30CPX02353	Elsworth	Brockley Road	40 mph buffer zones and lining refresh.	RED	PC have now requested a 20mph zone, scope agreed, speed data through village collected to evidence change in limit. Following site meeting on 19/06/19, Parish Council (PC) and CCC agreed to go forwards with Flashing signs, Road marking refresh and Buffer zones. PC have approved revised designs and TRO advertised on 22/08. Scheme submitted 30/08 to contractor for pricing.
Cllr Joseph 30CPX02367	Grantchester	Village wide	20 limit/traffic calming/village gateways/DYLs	RED	Delays due to scope changes from the parish council. Design now agreed and submitted for auditing. However the lining and 20mph zone works already delivered. Priority build outs submitted for Target cost 17/06/19. Order for work now raised and waiting on start date from contractor.
Cllr Hickford 30CPX02360	Newton	Whittlesford Road/Cambridge Road/Fowlmere Road	Speed cushions/lining adjustments	RED	Delays due to lead in times. Parish and City Cllr made aware of this. Has now been packaged together with similar schemes from 19/20 LHI process to deliver best value for money.

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
Current Schemes 19/20					
	Total LHI Schemes	**18**			
	Total Completed	**1**			
	Total Outstanding	**17**			
Topping	Thriplow PC	Village Wide	Signage and road marking improvements	GREEN	Scheme currently in for target costing. Design approved by PC. Submitted for costing on 31/08/19
Batchelor	Horseheath PC	Horseheath Bypass	Speed limit reduction to 50mph, crossing points improvements, unsuitable for Heavy Goods Vehicles (HGVs) at Howards Lane	GREEN	Works to tie in with wider Greater Cambridge Partnership (GCP) scheme for the A1307 route. Dependent to some extent on GCP delivery timescale. TRO currently being advertised from 22/08.
Harford	Hardwick PC	Village Wide	MVAS	GREEN	Tied into countywide MVAS package. Design returned by Parish, who are currently arranging permissions with South Cambridgeshire District Council (SCDC) for mounting on existing lamp columns.
Jenkins	Histon and Impington PC	Village Wide	Footpath Improvements	GREEN	Work Complete
Smith	Swavesey PC	Rose and Crown Road	30mph speed limit extension + 40mph buffer zone + dragon's teeth marking	GREEN	Scheme currently in for target costing. Design approved by PC. Submitted for costing on 31/08/19
Wotherspoon	Cottenham PC	Histon Road	Soft traffic calming	GREEN	Scheme currently in for target costing. Design approved by PC. Submitted for costing on 31/08/19
Hickford	Fowlmere PC	Village Wide	20mph Speed Limit in village with speed cushions	GREEN	Design complete, sent back to the PC on 17/08 for comments and review.
Topping	Whittlesford PC	Duxford Road	School solar powered flashing signs and various road markings.	GREEN	Scheme currently in for target costing. Design approved by PC. Submitted for costing on 31/08/19
Van Den Ven	Bassingbourn - cum - Kneesworth PC	Guise Lane	Modifications to traffic island and parking restrictions	GREEN	Site visit complete, scheme designed, PC approved, next stage is TRO advertisement which will begin shortly for the proposed parking restrictions.
Hudson	Oakington and Westwick PC	Dry Drayton Road	40mph Speed Limit	GREEN	Scheme currently in for target costing. Design approved by PC. Submitted for costing on 31/08/19
Howell	Cambourne PC	Eastgate	Zebra Crossing	GREEN	Road to be adopted by the end of 19/20 - advised by Development team. No impact on scheme delivery, currently designing.
Topping	Pampisford PC	Brewery Road	Central Island	GREEN	Scheme currently with safety audit team for review following approval by PC.
Hickford	Sawston PC	Church Lane	Parking Restrictions	GREEN	Following TRO consultaiton and the number of objections the PC are reviewing the comments and deciding how they wish to proceed with the scheme on 25/09 at next meeting.
Bradman	Fen Ditton PC	Wright's Close	Parking Restrictions	GREEN	Scheme currently in for target costing. Design approved by PC. Submitted for costing on 31/08/19
Batchelor	Linton PC	The Grip	Sign and line improvements plus passive traffic calming. Plus MVAS.	GREEN	Scheme to commence on site in November as Essex CC have works on the proposed diversion route in preceeding months.

Hickford	Newton PC	Harston Road	Round top speed table	GREEN	Design complete, scheme now in for safety audit, to be tied in with 18/19 scheme. PC aware and happy to do this.
Topping	Ickleton PC	Frogge End	Priority Build Out	GREEN	Scheme approved by PC and safet audit complete. Tying in with similar schemes around district for target cost submission.
Smith	Fen Drayton PC	The Rosary	Removal of existing central kerbed feature and new junction layout	GREEN	Scheme approved by PC. Tying in with similar schemes around district for target cost submission.

HUNTINGDONSHIRE WORKS PROGRAMME

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/18 completion date)	Project Update and any Issues or Variance Explanation
Carried Forward from 2017/18					

Total LHI Schemes	**24**
Total Completed	**23**
Total Outstanding	**1**

Cllr Wisson 30CPX01574	St Neots	Loves farm	Managed parking control scheme for the whole estate	RED	Scheme was implemented in August 2019. Some locations still to be completed due to cars not being moved off of the streets.

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/19 completion date)	
Carried Forward from 2018/19					

Total LHI Schemes	**23***
Total Completed	**17**
Total Outstanding	**6**

*includes 1 x A14 community funded schemes

Cllr Wells 30CPX02335	Little Paxton	Mill Lane	Zebra crossing	RED	Scheme likely to cost over x2 original budget estimate. Additional £26k of funding obtained from Huntingdonshire Distirct Council (HDC) Community Infrastructure Levy (CIL). Order now raised. Scheme to be constructed during October half term 2019.

Cllr Sanderson 30CPX02329	Huntingdon	Various Streets	Various parking restrictions	RED	Target Cost requested 15/05/19 Delegated Decision carried-out & completed. Work originally programmed for August but now re-programmed for September 2019 to fit in with other lining works.
Cllr Giles 30CPX02337	St Neots	Nelson Road / Bushmead Road	Junction widening and improvements	RED	Trial holes complete. Need to serve notice on utility companies as they are at incorrect depths. Detailed design almost complete. Additional Trial Hole expected during this summer and then undertake a review as to whether this scheme will achieve its objectives.
Cllr Costello 30CPX02332	Ramsey Heights	Uggmere Court Road	MVAS, gateways and improved signing/lining	RED	Gateways and lining complete.
Cllr Downes 30CPX02334	Brampton	Village area	20mph limit around village	RED	Skanska organising & coordinating the works alongside other MVAS around the county"
Cllr Rogers 30CPX02345	Abbots Ripton	B1090 / Station Rd / Huntingdon Rd	MVAS and 40mph buffer zones on each village approach	RED	Target cost received 27th August 2019. Order to be raised with a view to implementing the scheme in November 2019.

Current 19/20 LHI Schemes	
Total LHI Schemes	**20**
Total Completed	**1**
Total Outstanding	**19**

Julie Wisson	Waresley-cum-Tetworth	B1040 Gamlingay Road/ B1040 Manor Farm Road	40mph Buffer Zones	GREEN	Target cost to be produced and agreed during October 2019
Steve Criswell	Earith	Meadow Lane/ Colne Road/ High Street	MVAS	GREEN	Procurement of MVAS being managed as a group purchase covering many projects across the whole county.
Steve Criswell	Pidley	B1040 High Street/ Oldhurst Road	Give Way feature	GREEN	Site Inspection undertaken and now in Preliminary Design
Julie Wisson	St Neots	Loves Farm	Removal and relocation of Give Way features	GREEN	Preliminary consultation and design during October 2019
Peter Downes	Buckden	B661 Perry Road	40mph Buffer Zone and gates	GREEN	Site Inspection undertaken and now in Preliminary Design
Steve Criswell	Bluntisham	Bluntisham Heath Road, Wood End	Relocate 30mph speed limit, install Give Way feature, install 40mph Buffer Zone	GREEN	Site Inspection undertaken and now in Preliminary Design. Further site survey work to be undertaken 12/09/19.
Kevin Reynolds	Needingworth		New Footway	RED	Site Inspection undertaken and commenced Design Phase. Liaising with various proprietary product suppliers for bank stabilisation products for the side of the ditch. Detailed survey undertaken on 30-Jul-19. Cost exceeds available budget.Currently exploring alternative design in order to provide options for decision going forward.
Ian Bates	Hilton	B1040 St Ives Roa/ Potton Road	MVAS	GREEN	Procurement of MVAS being managed as a group purchase covering many projects across the whole county.

Ian Gardener	Hail Weston	High Street	Speed Reduction	GREEN	Target cost to be produced and agreed during October 2019
Ian Gardener	Tilbrook	Station Road	30mph speed limit	GREEN	In prelim design phase.
Graham Wilson	Godmanchester	B1044 Cambridge Road	Parking Restrictions	GREEN	Delegated decision required due to objections. Target cost to be produced and agreed October 2019
Simon Bywater	Folkesworth & Washingley	Village Area	7.5t Weight Limit	GREEN	Scheme modified to a junction realignment. Will not achieve objective. Further investigations to be undertaken to ascertain HCV companies and movements, during autumn 2019.
Kevin Reynolds	St Ives	Needingworth Road	Pedestrian Crossing	GREEN	Site visit and speed survey undertaken.
Ian Gardener	Winwick	B660	30mph speed limit	GREEN	Final scheme to be agreed with Parish Council and police in October 2019. Parish Council assisting with local informal consultation.
Julie Wisson	Abbotsley	B1046 High Street/Pyms Garden/ High Green/ Blacksmith Lane/ Pitsdeam Road	20mph Speed Limit	GREEN	Delegated decision required due to an objection. Target cost to be prepared and agreed October 2019.
Terence Rogers	Upwood & The Raveleys	Raveley Road	Give Way Feature Great Raveley	GREEN	Road Safety Audit (RSA) Stage 1/2 Audit received and response to be sent September 2019. Awaiting feedback from Parish following informal local consultation
Ian Bates	Hemingford Abbots	High Street	Parking Restrictions	GREEN	TRO out to advert August 19th 2019
Simon Bywater	Elton	Village Area	Replace and renovate conservation lighting columns	GREEN	Invoice received from Elton Parish Council.
Terence Rogers	Warboys	B1040 Fenton Road	Give Way Feature and warning signs	GREEN	Target cost to be produced and agreed during October 2019
Terence Rogers	Abbots Ripton	Wennington Village Area	MVAS	GREEN	Procurement of MVAS being managed as a group purchase covering many projects across the whole county.

FENLAND WORKS PROGRAMME

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
Carried Forward from 2018/19					

Total LHI Schemes	**13**	
Total Completed	**12**	
Total Outstanding	**1**	

Cllr King 30CPX02321	Wisbech St Mary	Leverington Common	Lining/ coloured surfacing at Bellamy's Bridge	RED	Due to vehicle breakdown lining undertaken but in incorrect material. Meeting has taken place with county, parish, district councillors. Resolution discussed and works to be undertaken alongside Fenland surfacing package (end Sept) and bridge repairs.

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**
Current Schemes 2019/20					
	Total LHI Schemes	**17**			
	Total Completed	**1**			
	Total Outstanding	**16**			
Cllr Tierney	Wisbech	Cherry Road	Parking restrictions (Possible DYLs)	GREEN	Design completed. Sent to Applicant 13/06 however Cllr is discussing with Residents/School as the entrance has now been moved and unsure if it is still needed. Chased Cllr mid August, still awaiting response.
Cllr French / Cllr Count / Cllr Gowing	March	Various	Mobile Vehicle Activated Sign	GREEN	Working with Skanska to deliver as a package throughout the county. Site visit completed and locations agreed.
Cllr Connor	Doddington	Benwick Road	Footway improvements	GREEN	Works started 09/09.
Cllr Connor / Cllr Costello	Pondersbridge	B1040 (Ramsey Road, Herne Road) & Oilmills Road	Traffic calming	GREEN	Preliminary designs have been done, Road Safety Audit completed, minor design changes required and in progress.
Cllr King	Tydd St Giles	Broad Drove East	Speed limit reduction (buffer zone)	GREEN	Design and costing agreed by Parish Council. Order raised. Traffic regulations order to be advertised 09/09 for 3 weeks
Cllr King	Newton	Various	Mobile Vehicle Activated Sign	GREEN	Working with Skanska to deliver as a package throughout the county. Skanska have made contact and agreed requirements, will be ordering units as 1st batch order.
Cllr Hoy	Wisbech	Station Drive	Parking restrictions (Possible DYLs)	GREEN	Parish Council approve costing and design. Traffic regulations order to be advertised 09/09 for 3 weeks. Order raised.
Cllr Boden	Whittlesey	Stonald Road	Mobile Vehicle Activated Sign	GREEN	Working with Skanska to deliver as a package throughout the county. Information passed to Skanska end June.
Cllr Hoy	Wisbech	Rectory Gardens	Motorcycle prohibiton & signs	GREEN	Policy & Regulation do not support the prohibition, further design options to be discussed with applicant, meeting applicant end October (timescale due to applicants commitments).
Cllr French / Cllr Count	Wisbech St Mary	Station Rd & High Rd	Mobile Vehicle Activated Sign & Soft traffic calming	GREEN	Working with Skanska to deliver as a package throughout the county. Skanska in discussions with Parish.
Cllr Gowing	Wimblington	Sixteen Foot Bank	Warning signs & SLOW markings	GREEN	Design agreed by Parish Council, awaiting approval email from Middle Level. Being paired with Boots Bridge resurfacing works under closure. Been sent

					to Skanska for costing. Being paired with Boots Bridge resurfacing works (Bridges).
Cllr French / Cllr Count	March	Hundred Road	Footpath extension	GREEN	Design agreed by Town Council, sent for Target Cost 29/08, contacted Network Rail for approvals. Sent for Road Safety Audit 29/08
Cllr King	Parson Drove	Sealeys Lane	New footway connecting with northern housing	GREEN	Works completed
Cllr Boden / Cllr Connor	Whittlesey	Various	Double yellow lines at numerous locations throughout the town	GREEN	Parish Council approved. Traffic Regulation Order submitted on 23/08/19
Cllr King	Leverington	A1101 & Various	Mobile Vehicle Activated Sign	GREEN	Working with Skanska to deliver as a package throughout the county. Initial contact made with Parish, meeting to be arranged after 23/07/19
Cllr French / Cllr Count	Christchurch	Mobile Vehicle Activated Sign	Speeding throughout the village	GREEN	Working with Skanska to deliver as a package throughout the county. Site meeting undertaken, requirements agreed, will be ordering units as 1st batch order.
Cllr King	Gorefield	High Road	40mph buffer zone	GREEN	Preliminary design complete. Cambridgeshire Constabulary will not support the extension to the 30mph limit, but will the 40mph buffer. Will contact applicant to discuss further options.

EAST WORKS PROGRAMME

Local Member & Project Number	Parish/Town	Street	Works	RAG STATUS (Progress measured against 31/03/18 completion date)	Project Update and any Issues or Variance Explanation

Carried Forward from 2017/18

Total LHI Schemes	**13**
Total Completed	**12**
Total Outstanding	**1**

Cllr Schuman 30CPX01610	Fordham	Isleham Road	40mph speed limit from Barrowfield Farm. Raised Zebra crossing outside the school.	RED	Works predominantly complete, further lining to be completed. Balfour Beatty need to make permanent connection, seeking permission from school.

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
Carried Forward from 2018/19					

Total LHI Schemes	**12**
Total Completed	**11**
Total Outstanding	**1**

Cllr Dupre 30CPX01609	Witchford	Main Street	Raised table	RED	Raised table being moved outisde of Post Office / Uncontrolled crossing. Preliminary design started as requested by Parish. Change of scope.

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
Current Schemes 2019/20					

Total LHI Schemes	**12**
Total Completed	**0**
Total Outstanding	**12**

Cllr Goldsack	Soham Primary School	Kingfisher Drive	Pedestrian crossing facility - possible zebra crossing	GREEN	No longer zebra crossing, as agreed with applicant. Contact made with applicant and in preliminary design. Site visited 20/08/19, now in detailed design.
Cllr Shuter	Cheveley	Ashley Rd / Centre Dr / Duchess Dr	Speed limit reductions with traffic calming	GREEN	Preliminary Design. Cambridgeshire Constabulary will not support Duchess Drive, further design options to be considered and discussed with applicant, meeting 12/09
Cllr Every	Ely	Cam Drive	School wig-wags	GREEN	Target cost received and work ordered 23/08/19. School and Cllr Every have been notified.
Cllr Schumann	Chippenham	New Street	Warning signs and SLOW marking	RED	Applicant has requested scheme is removed.
Cllr Ambrose Smith	Littleport	Various	Mobile Vehicle Activated Sign*2	GREEN	Working with Skanska to deliver as a package throughout the county. Contact has been made with Parish and requirements discussed.
Cllr Hunt	Wilburton	A1123 & Various	Methyl Methacrylate lining and Mobile Vehicle Activated Sign	GREEN	Working with Skanska to deliver as a package throughout the county. Information passed to Skanska end June, lining to be tied in with signals upgrade. Site visit to be made in August.
Cllr Dupre	Coveney	Park Close / School Lane / Gravel End	40mph buffer zone	GREEN	Preliminary design sent to Parish Council for review 18/06/19, parish meeting week commencing 15/07/19, chased applicant 15/08 for update.
Cllr Shuter	Burrough Green	Brinkley Road (Burrough End)	Bend improvements - signing & lining	GREEN	Preliminary Design. Sent to Parish, Parish meeting 30/09

Cllr Every / Cllr Bailey	Ely	Various	Mobile Vehicle Activated Sign*3	GREEN	Working with Skanska to deliver as a package throughout the county. Contact made with City Council, Skanska meeting early Sept.
Cllr Goldsack	Isleham	Beck Road & Maltings Lane	20mph zone & traffic calming	GREEN	Preliminary Design sent to Parish Council 09/08
Cllr Dupre	Mepal	Witcham Rd & Sutton Rd	Improve speed limit entry visibility - signs & lines	GREEN	Preliminary Design. Sent to Parish. Parish meeting on 09/09/2019
Cllr Schumann	Burwell	Various	Mobile Vehicle Activated Sign*2	GREEN	Working with Skanska to deliver as a package throughout the county. Locations agreed, awaiting Balfour Beatty consent.

Trees

COUNTRYWIDE SUMMARY

Update as at the 11.09.2019

Removed 1st January 2017 to Date	94
Planted 1st January 2017 to Date	108

Percentage of replaced trees Countywide	87%

Comparism to previous month

Jul-19	Removed	Planted
City	0	0
South	0	0
East	0	0
Fenland	0	0
Hunts	0	0

Aug-19	Removed	Planted
City	0	0
South	0	0
East	0	0
Fenland	1	0
Hunts	0	0

KEY	
	= Tree Replaced

CAMBRIDGE CITY TREE WORKS

Total Removed in Current Month	**AUG**	0
Total Planted in Current Month	**AUG**	0

Ward	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Number of trees Replaced
Coleridge	Sandra Crawford	**Coldhams Lane**	6	Subsidence	Y	
Castle	Jocelynne Scutt	**Frenchs Road**	1	Obstruction	Y	
Castle	Claire Richards	**Mitchams Corner**	3	Obstruction	Y	
Newnham	Lucy Nethsingham	**Skaters Meadow**	1	Obstruction	Y	3
			11			**3**

SOUTH TREE WORKS

Total Removed in Current Month	**AUG**	0
Total Planted in Current Month	**AUG**	0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced
Comberton	Lina Nieto	**Kentings**	1	Diseased / Dead	Y	Y	
Cottenham	Tim Wotherspoon	**Twentypence Road**	2	Natural Disaster	2017-12-02	2017-12-02	
Duxford	Peter Topping	**Ickleton Road**	1	Diseased / Dead	2017-02-02	2017-02-02	
Sawston	Roger Hickford	**Mill Lane**	12	Diseased / Dead	2017-12-02	2017-12-02	
Little Shelford	Roger Hickford	**Whittlesford Road**	1	Obstruction	2018-10-25	2018-10-25	
Longstowe	Mark Howell	**High Street**	1	Diseased / Dead	2017-10-10	2017-10-10	
Oakington	Peter Hudson	**Queensway**	3	Diseased / Dead	2018-10-25	2018-10-25	
Sawston	Roger Hickford	**Resbury Close**	1	Diseased / Dead	2018-10-25	2018-10-25	
Bassingbourn	Susan van de Ven	**North End**	2	Diseased / Dead	2018-10-29	2018-10-29	
Bourn	Mark Howell	**Riddy Lane (behind 3 Baldwins Close)**	1	Diseased / Dead	2018-10-29	2018-10-29	
Grantchester	Lina Nieto	**Barton Road**	1	Diseased / Dead	2018-10-29	2018-10-29	
Histon	David Jenkins	**Parlour Close**	1	Damaged	2017-12-02	2017-12-02	
Girton	Lynda Harford	**Thornton Close**	1	Diseased / Dead	2018-10-25	2018-10-25	
Grantchester	Lina Nieto	**Mill Way**	1	Subsidence	2018-10-29	2018-10-29	
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	
			31				**1**

EAST TREE WORKS

Total Removed in Current Month	**AUG**	0
Total Planted in Current Month	**AUG**	0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced
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	
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 Disater	2018-07-11	2018-07-11	
Ely	Anna Bailey	**The Gallery**	1	Diseased / Dead	2017-09-01	2017-06-22	1
Burwell	Josh Schumann	**Causeway**	1	Diseased / Dead	2018-11-19	2018-11-19	
Snailwell	Josh Schumann	**The Street**	1	Natural Disater	2019-05-11	2019-05-11	
			9				5
						Plus Additional Trees =	101

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	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	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.
			96		

FENLAND TREE WORKS

Total Removed in Current Month	**AUG**	1
Total Planted in Current Month	**AUG**	0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced
Wisbech	Samantha Hoy	**Westmead Avenue**	1	Diseased / Dead	2018-02-20	2018-02-20	
March	Janet French	**Elliott Road (Avenue Jct with)**	1	Diseased / Dead	2018-02-20	2018-02-20	
Wisbech	Simon Tierney	**Southwell Rd**	1	Natural Disaster	2018-02-20	2018-02-20	
March	Janet French	**Elwyndene Road**	1	Diseased / Dead	2018-05-21	2018-10-23	
Wisbech	Samantha Hoy	**Rochford Walk**	1	Diseased / Dead	2019-08-01	2019-08-01	
			5				**0**

HUNTINGDON TREE WORKS

Total Removed in Current Month	**AUG**	0
Total Planted in Current Month	**AUG**	0

Parish	Cllr name	Location	Number of trees Removed	Reason Removed	Cllr Informed	Parish informed	Number of trees Replaced
Eaton Ford	Derek Giles	**Orchard Close**	2	Diseased / Dead	2018-03-27	2018-10-29	
Elton	Simon Bywater	**Back Lane**	1	Subsidence	2018-03-27	2018-10-29	
Fenstanton	Ian Bates	**Harrison Way**	1	Diseased / Dead	2018-03-27	2018-10-29	
Godmanchester	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	
Hemingford Grey	Ian Bates	**The Thorpe**	1	Natural Disaster	2018-03-27	2018-10-29	
Huntingdon	Graham Wilson	**Coldhams North**	1	Diseased / Dead	2018-03-27	2018-10-29	
Huntingdon	Mike Shellens	**Norfolk Road**	2	Diseased / Dead	2018-03-27	2018-10-29	
Huntingdon	Graham Wilson	**Queens Drive**	1	Diseased / Dead	2018-03-27	2018-10-29	
St Ives	Ryan Fuller & Kevin Reynolds	**Ramsey Rd**	1	Natural Disaster	2018-03-27	2018-10-29	
Wyton	Ian Bates	**Banks End**	1	Diseased / Dead	2018-03-27	2018-10-29	
Yaxley	Mac McGuire	**Windsor Rd**	1	Diseased / Dead	2018-03-27	2018-10-29	

Warboys	Terence Rogers	**Mill Green**	2	Subsidence	2018-03-27	2018-10-29	
Fenstanton	Ian Bates	**Little Moor**	1	Diseased / Dead	2018-03-27	2018-10-29	
Hartford	Mike Shellens	**Arundel Rd**	1	Diseased / Dead	2018-03-27	2018-10-29	
Huntingdon	Tom Sanderson	**Horse Common Lane**	1	Diseased / Dead	2018-03-27	2018-10-29	
St Ives	Ryan Fuller	**Chestnut Rd**	2	Diseased / Dead	2018-03-27	2018-10-29	
St Neots	Simone Taylor	**Cromwell Rd**	2	Diseased / Dead	2018-03-27	2018-10-29	
Yaxley	Mac McGuire	**London Rd/Broadway**	1	Natural Disaster	2018-03-27	2018-10-29	
Yaxley	Mac McGuire	**Windsor Rd**	1	Subsidence	2018-03-27	2018-10-29	
Hilton	Ian Bates	**Graveley Way**	1	Diseased / Dead	2018-03-27	2018-10-29	
Brampton	Peter Downes	**Buckden Road O/S Golf Club**	1	Natural Disaster	2018-10-17	2018-10-17	
Godmanchester	Graham Wilson	**O/S School**	1	Obstruction	2018-10-17	2018-10-17	
Huntingdon	Graham Wilson	**Claytons Way O/S no 13**	1	Diseased / Dead	2018-10-17	2018-10-17	
Ramsey	Adela Costello	**Biggin Lane O/S 29**	1	Natural Disaster	2018-10-17	2018-10-17	
Ramsey Heights	Adela Costello	**Upwood Rd O/S Clad's Cottage**	1	Diseased / Dead	2018-10-17	2018-10-17	
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	tbc	tbc	
			38				**3**

Summary of Place & Economy establishment (P&E)

The table below shows the number of FTE employed in P&E and the number of FTE vacancies, in order to show the percentage of vacant posts across the Directorate. Previously we reported on the numbers of 'empty' posts in the establishment, alongside the number of vacancies on the vacancy report. Please note we will now be reporting on the vacancies within the vacancy report, which provide a more accurate reflection of the' true' vacancies.

		Sum of FTE employed	Sum of true vacancies	Total FTE on establishment	Percentage of vacancies
Grand Total		**363.88**	**45.85**	**409.73**	**11.2%**
Environmental & Commercial Services	Asst Dir - Environment & Commercial Services	1	0	1	0.0%
	Energy	5.73	0	5.73	0.0%
	Flood Risk Management	8	0.69	8.69	7.9%
	Historic Environment	8.61	1	9.61	10.4%
	County Planning Minerals & Waste	9.84	5	14.84	33.7%
	Waste Disposal including PFI	6.9	0	6.9	0.0%
	Outdoor Education (Includes Grafham Water)	85.3	18.16	103.46	17.6%
Environment & Commercial Services Total		**125.38**	**24.85**	**150.23**	**16.5%**
Highways	Asst Dir - Highways	1	0	1	0.0%
	Asset Management	13	0	13	0.0%
	Highways Maintenance	37.66	7	44.66	15.7%
	Highways Other	7	3	10	30.0%
	Highways Projects and Road Safety	33.23	1	34.23	2.9%
	Park & Ride	14	0	14	0.0%
	Parking Enforcement	14.22	0	14.22	0.0%
	Street Lighting	2	1	3	33.3%
	Traffic Management	43.38	2	45.38	4.4%
Highways Total		**165.49**	**14**	**179.49**	**7.8%**
Infrastructure & Grow	Asst Dir -Infrastructure and Growth	0	0	0	100%
	Growth and Development	11.81	0	11.81	0.0%
	Highways Development Management	16	0	16	0.0%
	Major Infrastructure Delivery	28.85	1	29.85	3.4%
	Transport &Infrastructure Policy & Funding	14.35	0	14.35	0.0%
Infrastructure & Growth Total		**71.01**	**1**	**72.01**	**1.4%**
Exec Dir	Executive Director	1	0	0	0.0%
	Business Support	1	6	7	85.7%
Exec Dir Total		**2**	**6**	**8**	**75.0%**

Agenda Item No: 11

SERVICE COMMITTEE REVIEW OF DRAFT REVENUE BUSINESS PLANNING PROPOSALS FOR 2020-21 TO 2024-25

To:	**Economy & Environment Committee**
Meeting Date:	17 October 2019
From:	Executive Director – Place & Economy Chief Finance Officer
Electoral division(s):	**All**
Forward Plan ref:	**Not applicable** ***Key decision:*** **No**
Purpose:	**This report provides the Committee with an overview of the draft Business Plan Revenue Proposals for services that are within the remit of the Economy & Environment Committee.**
Recommendation:	**a) That the Committee note the overview and context provided for the 2020-21 to 2024-25 Business Plan revenue proposals for the Service.**

	Officer contact:
Name:	Steve Cox
Post:	Executive Director; Place & Economy
Email:	Steve.Cox@cambridgeshire.gov.uk
Tel:	01223 745949

1. OVERVIEW

1.1 The Council's Business Plan sets out how we will spend the resources we have at our disposal to achieve our vision and priorities for Cambridgeshire, and the priority outcomes we want for people.

Priority Outcomes for Cambridgeshire Citizens

A good quality of life for everyone	Thriving places for people to live	The best start for Cambridgeshire's children
◆ Keeping vulnerable people safe in a way that draws on their own strengths and those of their communities. ◆ Nurturing healthily communities that have access to resources that enable them to support themselves, connect with others and become sustainable. ◆ Improving social and economic equality so that life expectancy, opportunity and social mobility are not determined by wealth or background. ◆ Encouraging and supporting people to choose healthy lifestyles to prevent problems in later life - focusing our help on those communities most at risk of poor health outcomes. ◆ Using our public assets wisely and raising money in a fair and businesslike way to generate social return for all citizens of Cambridgeshire.	◆ Growing financial and social capital place-by-place by stewarding local resources including public, private and voluntary contribution. ◆ Continuing to invest in the environment, infrastructure and services that are a vital part of everyday life for everyone in the county and for a thriving local economy. ◆ Putting more choice and more independence directly into the hands of individuals and communities. ◆ Working with District and Parish Councils, Public Sector Partners and other community organisations to provide local services which build supportive, resilient communities and great places to live.	◆ Focusing on what happens to children in their earliest years as the key to influencing positive outcomes in adult life. ◆ Working with children, their families and carers to develop positive attitudes to learning and health and wellbeing. ◆ Joining services across health, education and social care to address social inequalities in our most deprived communities. ◆ Intervening early and effectively to support and safeguard vulnerable children, young people and their families. ◆ Increasing stability in placements for children in care. ◆ Providing ongoing support for care leavers to help achieve positive educational outcomes and access to quality work opportunities.

1.2 To ensure we deliver our agenda, the focus will continue to be on getting the maximum possible value for residents from every pound of public money we spend, and doing things differently to respond to changing needs and new opportunities. The Business Plan therefore sets out how we aim to provide good public services and achieve better outcomes for communities, whilst also responding to the challenge of reducing resources.

1.3 Like many Councils across the country, we are facing a major financial challenge. Demand is increasing and funding is reducing at a time when the cost of providing services continues to rise significantly due to inflationary and demographic pressures. Through our FairDeal4Cambs campaign we are currently linking with the 36 Shire County areas who make up membership of the County Councils Network and who are raising the issue of historic underfunding of Shire Counties with our MPs and through them with Government. As one of the fastest growing Counties in the country, this financial challenge is greater in Cambridgeshire than elsewhere. We have already delivered £178m of savings over the last five years and have a strong track record of value for money improvements which protect front line services to the greatest possible extent. However, we know that there will be diminishing returns from existing improvement schemes and that the substantial pressure on public finances remains. It is therefore clear that we need to continue to work alongside local communities to build independence and co-produce solutions at pace.

1.4 We recognise the scale of change needed and propose a significant programme of change across our services, with our partners and, crucially,

with our communities. To support this we have a dedicated transformation fund as part of the Business Plan, providing the resource needed in the short term to drive the change we need for the future.

1.5 As the scope for traditional efficiencies diminishes, our plan is increasingly focused on a range of more fundamental changes to the way we work. Some of the key themes driving our thinking are;

- Income and Commercialisation - identifying opportunities to bring in new sources of income which can fund crucial public services without raising taxes significantly and to take a more business-like approach to the way we do things in the council.

- Strategic Partnerships – acting as 'one public service' with our partner organisations in the public sector and forming new and deeper partnerships with communities, the voluntary sector and businesses. The aim being to cut out duplication and make sure every contact with people in Cambridgeshire delivers what they need now and might need in the future.

- Demand Management – this is fundamentally about supporting people to remain as healthy and as independent as possible, for as long as possible. It is about working with people to help them help themselves or the person they care for e.g. access to advice and information about local support and access to assistive technology. Where public services are needed, it is about ensuring support is made available early so that people's needs don't escalate to the point where they need to rely heavily on public sector support in the long term.

- Commissioning – ensuring all services that are commissioned to deliver the outcomes people want at the best possible price – getting value for money in every instance.

- Modernisation – ensuring the organisation is as efficient as possible and as much of the Council's budget as possible is spent on front line services and not back office functions, taking advantage of the latest technologies and most creative and dynamic ways of working to deliver the most value for the least cost.

1.6 The Council continues to undertake financial planning of its revenue budget over a five year period which creates links with its longer term financial modelling and planning for growth. This paper presents an overview of the proposals being put forward as part of the Council's draft revenue budget, with a focus on those which are relevant to this Committee. Increasingly the emerging proposals reflect joint proposals between different directorate areas and more creative joined up thinking that recognise children live in families and families live in communities, so some proposals will go before multiple Committees to ensure appropriate oversight from all perspectives.

1.7 Funding projections have been updated based on the latest available information to provide a current picture of the total resource available to the Council. At this stage in the year, however, projections remain fluid and will be reviewed as more accurate data becomes available.

1.8 Equally, as our proposals become more ambitious and innovative, in many instances they become less certain. Some proposals will deliver more or less than anticipated, equally some may encounter issues and delays and others might be accelerated if early results are promising. We have adapted our approach to business planning in order to manage these risks, specifically;

- Through the development of proposals which exceed the total savings/income requirement – so that where some schemes fall short they can be mitigated by others and we can manage the whole programme against a bottom-line position
- By establishing a continual flow of new proposals into the change programme – moving away from a fixed cycle to a more dynamic view of new thinking coming in and existing schemes and estimates being refined
- Taking a managed approach to risk – with clarity for members about which proposals have high confidence and certainty and which represent a more uncertain impact

1.9 The Committee is asked to comment on these initial proposals for consideration as part of the Council's development of the Business Plan for the next five years. Draft proposals across all Committees will continue to be developed over the next few months to ensure a robust plan and to allow as much mitigation as possible against the impact of these savings. Therefore these proposals may change as they are developed or alternatives found.

1.10 Committees will receive an update to the revenue business planning proposals in December at which point they will be asked to endorse the proposals to GPC as part of the consideration for the Council's overall Business Plan.

2. BUILDING THE REVENUE BUDGET

2.1 Changes to the previous year's budget are put forward as individual proposals for consideration by committees, General Purposes Committee and ultimately Full Council. Proposals are classified according to their type, as outlined in the attached Table 3, accounting for the forecasts of inflation, demand pressures and service pressures, such as new legislative requirements that have resource implications, as well as savings and investments.

2.2 The process of building the budget begins by identifying the cost of providing a similar level of service to the previous year. The previous year's budget is adjusted for the Council's best forecasts of the cost of inflation, the cost of changes in the number and level of need of service users (demand) and proposed investments. Should services have pressures, these are expected to be managed within that service where possible, if necessary being met through the achievement of additional savings or income. If this is not possible, particularly if the pressure is caused by legislative change, pressures are considered corporately. It should be noted, however, that there are no additional resources and therefore this results in an increase in the level of savings that are required to be found across all Council Services. The total expenditure level is compared to the available funding and, where this is insufficient to cover expenditure, the difference is the savings or income

requirement to be met through transformational change and/or savings projects in order to achieve a set of balanced proposals.

2.3 The budget proposals being put forward include revised forecasts of the expected cost of inflation following a detailed review of inflation across all services at an individual budget line level. Inflation indices have been updated using the latest available forecasts and applied to the appropriate budget lines. 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, waste, etc. as well as a standard level of inflation based on government Consumer Price Index (CPI) forecasts. All inflationary uplifts require robust justification and as such general inflation is assumed to be 0%. Key inflation indices applied to budgets are outlined in the following table:

Inflation Range	2020-21	2021-22	2022-23	2023-24	2024-25
Non-pay inflation (average of multiple rates) where applicable	3.6%	2.7%	2.8%	2.7%	2.7%
Pay (admin band)	2%	2%	1%	1%	1%
Pay (management band)	2%	2%	1%	1%	1%

2.4 Forecast inflation, based on the above indices, is as follows:

Service Block	2020-21	2021-22	2022-23	2023-24	2024-25
People and Communities (P&C)	5,665	5,748	4,475	4,171	4,251
Place and Economy (P&E)	1,961	2,053	2,222	2,259	2,361
Commercial and Investments (C&I)	238	147	138	141	143
Public Health	51	51	24	24	24
Corporate and Managed Services	-275*	174	103	104	104
LGSS Operational	277	277	139	139	139
Total	**7,917**	**8,450**	**7,101**	**6,838**	**7,022**

*Includes reduction of additional pension contribution in relation to vacancies to be apportioned between Service Blocks

2.5 A review of demand pressures facing the Council has been undertaken. The term demand is used to describe all anticipated demand changes arising from increased numbers (e.g. as a result of an ageing population, or due to increased road kilometres) and increased complexity (e.g. more intensive packages of care as clients age). The demand pressures calculated are:

Service Block	2020-21 £'000	2021-22 £'000	2022-23 £'000	2023-24 £'000	2024-25 £'000
People and Communities (P&C)	10,771	11,252	12,811	13,295	13,008
Place & Economy (P&E)	199	225	179	192	202
Total	**10,970**	**11,477**	**12,990**	**13,487**	**13,210**

2.6 The Council is facing some cost pressures that cannot be absorbed within the base funding of services. Some of the pressures relate to costs that are associated with the introduction of new legislation and others as a direct result of contractual commitments. These costs are included within the revenue tables considered by service committees alongside other savings proposals and priorities:

Service Block / Description	2020-21 £'000	2021-22 £'000	2022-23 £'000	2023-24 £'000	2024-25 £'000
New Pressures Arising in 20-21					
P&C: Increase in Older People's placement costs	4,458				
P&C: Home to School Transport - Special	800				
P&C: SEND Specialist Services – loss of grant	300				
P&C: SEND Specialist Service – underlying pressures	201				
C&I: East Barnwell Community Centre		100			
Existing Pressures Brought Forward					
P&C: Impact of National Living Wage on Contracts	3,367	3,091	3,015	3,015	3,015
P&C: Potential Impact of Changing Schools Funding Formula	1,579	1,500			
P&C: Libraries to serve new developments		49			
P&C: Supervised contact (numbers of children)	-35				
P&C: Independent reviewing officers (numbers of children)		-85			
P&E: Minerals and Waste Local Plan	-54	-54			
P&E: Guided Busway Defects	-1,300				
C&I: Renewable energy – Soham	4	5	40		
C&I: LGSS Law dividend expectation		-96			
Impact of Local Government Pay offer on CCC Employee Costs (combined)	174	174			
Total	**9,494**	**4,684**	**3,055**	**3,015**	**3,015**

3. SUMMARY OF THE DRAFT REVENUE BUDGET

3.1 In order to balance the budget in light of the cost increases set out in the previous section and reduced Government funding, savings or additional

income of £24.6m are required for 2020-21, and a total of £74m across the full five years of the Business Plan. The following table shows the total level of savings necessary for each of the next five years, the amount of savings attributed from identified savings and the residual gap for which saving or income has still to be found:

Service Block	2020-21 £'000	2021-22 £'000	2022-23 £'000	2023-24 £'000	2024-25 £'000
Total Saving Requirement	24,561	14,916	12,280	12,697	9,050
Identified Savings	-10,711	-2,256	920	206	558
Identified additional Income Generation	-1,285	-2,225	-3,542	-365	133
Residual Savings to be identified	**12,565**	**10,435**	**9,658**	**12,538**	**9,741**

3.2 As the table above shows, there is still a significant level of savings or income to be found in order to produce a balanced budget for 2020-21. While actions are being taken to close the funding gap, as detailed below, it must be acknowledged that the proposals already identified are those with the lower risk and impact profiles and the further options being considered are those considered less certain, or with greater impact.

3.3 The actions currently being undertaken to close the gap are:

- Reviewing all the existing proposals to identify any which could be pushed further – in particular where additional investment could unlock additional savings

- Identifying whether any longer-term savings can be brought forward

- Reviewing the full list of in-year and 2020-21 pressures – developing mitigation plans wherever possible to reduce the impact of pressures on the savings requirement

- Bringing more ideas into the Transformation Pipeline – this work will continue to be led across service areas with support from the Transformation team – recognising that it is the responsibility of all areas of the Council to keep generating new proposals which help meet this challenge.

3.4 There are also a number of additional risks and assumptions with potential impacts on the numbers above and accompanying tables. 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 Business Plan includes a 2% inflationary uplift for administrative and management band staff pay. The National Joint Council pay scales have not been confirmed for 2020-21 onwards and it is possible than an uplift of greater than 2% will be agreed. A number of other groups of public sector workers including teachers, armed forces and police officers are expected to receive pay increases in excess of 2% in 2020-21.

- The result of schools funding reforms, in particular the control of the Dedicated Schools Grant shifting further toward individual schools, potential additional funding to be announced by government, and the local situation

with a deficit held within the high needs block is still under discussion and the significant current pressure will be updated as the outcome of this discussion becomes clear.

- Movement in current year pressures – Work is ongoing to manage our in-year pressures downwards however any change to the out-turn position of the Council will impact the savings requirement in 2020-21. This is particularly relevant to demand led budgets such as children in care or adult social care provision.

- The inflationary cost increases set out in section 2.4 assume that inflation on the cost of bed-based care within Adults & Older People's Services will continue to be higher than general inflation in 2020-21. Additionally, the pressures within Older People's services included in section 2.6 assume that the local NHS continues to contribute funding to joint health and social care initiatives at current levels in 2020-21.

- The Government has confirmed that the introduction of 75% business rates retention and the review of relative needs and resources (fair funding review) will be delayed until 2021 to coincide with the next multi-year spending review. There is therefore a significant level of uncertainty around the accuracy of our funding assumptions from 2021/22 onwards.

- The Council has worked closely with local MPs in campaigning for a fairer funding deal for Cambridgeshire. The Chancellor announced the Government's spending plans for 2020-21 on 4th September, which included an additional £1bn of grant funding for social care. The financial implications for the Council are still as yet unclear as individual local authority allocations are yet to be announced. Notwithstanding any additional funding the Council may receive, it is expected that significant savings are required to balance the budget for 2020-21 and services continue to develop plans at pace.

- The Government has confirmed that The Winter Pressures and Social Care Support Grants, announced for the first time in 2019-20, will continue in 2020-21. These grants now support £4.4m of permanent spending across Adults and Children's Services as well as contributing £1.9m to the 2020-21 budget gap. We have assumed, in line with other Shire Counties, that these grants continue at their current levels throughout the period of the current Medium Term Financial Strategy (2020-21 – 2024-25). However, the Council will continue to develop options for further savings which will allow the authority to operate on a sustainable basis should this funding not be forthcoming in future years.

3.5 In some cases, services have planned to increase income to prevent a reduction in service delivery. For the purpose of balancing the budget these two approaches have the same effect and are treated in the same way.

3.6 This report forms part of the process set out in the Medium Term Financial Strategy whereby the Council updates, alters and refines its revenue and capital proposals in line with new savings targets. New proposals are developed across Council to meet any additional savings requirement and all existing schemes are reviewed and updated before being presented to service committees for further review during December.

3.7 The level of savings required is based on a 2% increase in the Adults Social Care precept and a 0% increase in Council tax. The Government has confirmed that Local Authorities will be granted the continued flexibility to levy the ASC precept in 2020-21, however the Government has not yet announced the Council tax referendum limit for 2020-21. Local Authorities were permitted to increase general Council tax by a maximum of 2.99% in 2018-19 and 2019-20 without the requirement for approval from residents through a positive vote in a local referendum. It is likely, although not confirmed, that the Council will be presented with the option to increase Council tax by up to a further 2.99% in 2020-21. It is estimated that the cost of holding a referendum for increases deemed to be excessive would be around £100k, rising to as much as £500k should the public reject the proposed tax increase (as new bills would need to be issued).

3.9 Following October and December service committees, GPC will review the overall programme in December, before recommending the programme in January as part of the overarching Business Plan for Full Council to consider in February.

4.0 BUSINESS PLANNING CONTEXT FOR PLACE AND ECONOMY

4.1 Place & Economy (P&E), as the focus for the Council's place based work, provides a very wide and diverse range of services to the people and businesses of Cambridgeshire. Much of what is provided by the Directorate is experienced by residents on a daily basis.

4.2 A broad overview of the services provided by the Directorate includes highway maintenance and improvement, winter operations, the delivery of all major transport infrastructure schemes, the management of a series of major contracts such as highways, waste and street lighting, tackling rogue and other illegal trading and providing business advice, delivery of non-commercial superfast broadband services, waste disposal, heritage and cultural services, planning, enforcement, s106 negotiation, economic development, floods and water management, development of transport policy, funding bids, cycling, commissioning of community transport and contracted bus services, operation of the Busway and the park and ride sites, and energy investment programmes.

4.3 Transformation of the way we do things has been the main focus in developing new savings proposals for the new financial year. There are also some savings proposals that are already identified in the business plan and are due to be made in 2020/21. As we move towards financial year 2020/21, one of the big opportunities for the Place and Economy Directorate is closer working with Peterborough City Council. The Executive Director is now a joint role and other senior management posts are being shared too and this will allow further join up of services where appropriate.

4.4 The full list of P&E proposals can be seen below and the associated Business Cases and Equality Impact Assessments (EIA's) for this Committee are contained in the Appendix in draft form submitted to H and I Committee and these will be updated as the savings proposals develop.

4.5 Given the level of savings required by the Council as a whole for 2020/21, the P&E list contains all current and new proposals that are considered achievable. Members are asked to consider and comment on that list. Members should bear in mind that any savings removed will increase the pressure on the Council as a whole. Therefore, thought should also be given to what could replace removed savings.

5. OVERVIEW OF PLACE AND ECONOMY'S DRAFT REVENUE PROGRAMME

5.1 The list below includes the draft 2020/21 P&E business planning proposals. In each case the reference to the business planning table is included along with the anticipated level of financial saving or additional income. It is important for the Committee to note that the proposals and figures are draft at this stage and that work on the business cases is ongoing. Updated proposals will be presented to Committee again in December at which point business cases and the associated impact assessments will be final for the Committee to endorse.

SUMMARY OF P&E PROPOSALS:

There are currently no proposals for E&E committee. For information, please see below the following proposals for H&I committee.

5.3 **B/R.7.119 Bus Lane Enforcement (-650k)**

5.4 **B/R.7.120 Park & Ride / Civil Parking Enforcement (-340k)**

6. LONGER TERM TRANSFORMATION TO CREATE A SUSTAINABLE SERVICE MODEL

6.1 This programme of work includes innovative approaches that will improve outcomes whilst continuing to deliver a further level of efficiency and significant savings.

6.2 A Transformation resource was established in 2016 to enable investment in longer term initiatives, identifying opportunities where better outcomes can be delivered at reduced cost and demand for services can be reduced. To date, savings of £23.8m have been released as a result of services using this resource.

7. NEXT STEPS

7.1 The high level timeline for business planning is shown in the table below.

December	Updated business cases and any additional business cases to be considered by committee
January	General Purposes Committee will review the whole draft Business Plan for recommendation to Full Council
February	Full Council will consider the draft Business Plan

8. ALIGNMENT WITH CORPORATE PRIORITIES

8.1 **A good quality of life for everyone**
There are no significant implications for this priority.

8.2 **Thriving places for people to live**
There are no significant implications for this priority.

8.3 **The best start for Cambridgeshire's children**
There are no significant implications for this priority.

9. SIGNIFICANT IMPLICATIONS

9.1 **Resource Implications**
Resource Implications None

9.2 **Procurement/Contractual/Council Contract Procedure Rules Implications**
There are no procurement implications.

9.3 **Statutory, Legal and Risk implications**
None

9.4 **Equality and Diversity Implications**
The Equality Impact Assessments describe the impact of each proposal, in particular any disproportionate impact on vulnerable, minority and protected groups.

9.5 **Engagement and Consultation Implications**
None

9.6 **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.

9.7 **Public Health Implications**
Any implications are detailed in the Business Cases and EIAs. There are none for this Committee.

Implications	**Officer Clearance**
Have the resource implications been cleared by Finance?	Yes Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the	Yes Gus de Silva

LGSS Head of Procurement?	
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Monitoring Officer: Fiona McMillan, LGSS Law
Are there any Equality and Diversity implications?	Covered in business case impact assessment Julia Turner
Have any engagement and communication implications been cleared by Communications?	Yes Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Julia Turner
Have any Public Health implications been cleared by Public Health	Yes Iain Green

Source Documents	**Location**
Strategic Framework	***https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/council/finance-and-budget/Section%201%20-%20Strategic%20Framework%20-%2019-20.pdf?inline=true***

APPENDIX: Financial summary – table 3

Section 3 - B: Place and Economy

Table 3: Revenue - Overview

Budget Period: 2020-21 to 2024-25

		Detailed Plans	Outline Plans					
Ref	**Title**	**2020-21 £000**	**2021-22 £000**	**2022-23 £000**	**2023-24 £000**	**2024-25 £000**	**Description**	**Committee**
1	**OPENING GROSS EXPENDITURE**	**92,125**	**88,356**	**91,713**	**95,234**	**98,805**		
B/R.1.001	Base adjustments	1,038	-	-	-	-	Adjustment for permanent changes to base budget from decisions made in 2019-20.	**E&E, H&CI**
B/R.1.002	Cultural & Community Services transferred to P&C	-8,762	-	-	-	-	Transfer of Cultural & Community Services from P&E to Communities & Safety within P&C.	**E&E, H&CI**
1.999	**REVISED OPENING GROSS EXPENDITURE**	**84,401**	**88,356**	**91,713**	**95,234**	**98,805**		
2	**INFLATION**							
B/R.2.001	Inflation	2,125	2,170	2,338	2,379	2,484	Some County Council services have higher rates of inflation than the national level. For example, this is due to factors such as increasing oil costs that feed through into services like road repairs. This overall figure comes from an assessment of likely inflation in all P&E services.	**E&E, H&CI**
2.999	**Subtotal Inflation**	**2,125**	**2,170**	**2,338**	**2,379**	**2,484**		
3	**DEMOGRAPHY AND DEMAND**							
B/R.3.007	Waste Disposal	199	225	179	192	202	Extra cost of landfilling additional waste produced by an increasing population.	**H&CI**
3.999	**Subtotal Demography and Demand**	**199**	**225**	**179**	**192**	**202**		
4	**PRESSURES**							
B/R.4.008	Impact of National Living Wage (NLW) on CCC Employee Costs	14	14	-	-	-	The extra cost of the National Living Wage on directly employed CCC staff.	**E&E, H&CI**
B/R.4.009	Cambridgeshire and Peterborough Minerals and Waste Local Plan	-54	-54	-	-	-	This is the removal of the short-term investment made in previous years. Work was undertaken on a new Minerals and Waste Plan with Peterborough City Council.	**E&E**
B/R.4.013	Guided Busway Defects	-1,300	-	-	-	-	This is the removal of the short-term investment made in previous years. The Council is in dispute with the contractor over defects in the busway construction. This was to fund repairs to defects and legal costs in support of the Council's legal action against the Contractor. The Council expects to recover these costs.	**E&E**
4.999	**Subtotal Pressures**	**-1,340**	**-40**	**-**	**-**	**-**		
5	**INVESTMENTS**							
B/R.5.104	Investment in Highways Services	3,000	1,000	1,000	1,000	-	Investment in Highways Services to increase funding for proactive treatment and maintenance of roads, bridges and footpaths.	**H&CI**
5.999	**Subtotal Investments**	**3,000**	**1,000**	**1,000**	**1,000**	**-**		
6	**SAVINGS**							
	H&CI							
B/R.6.204	Road Safety	-50	-	-	-	-	At the March H&CI committee members approved the implementation of a new transformative model for delivering all elements of road safety (education, engineering, school crossing patrols, safety cameras, audits etc). The approach is an integrated model with Peterborough, built around core and commercial activities. The £50k will be achieved through more efficient working practices (moving resource online and co-location)	**H&CI**

Section 3 - B: Place and Economy

Table 3: Revenue - Overview

Budget Period: 2020-21 to 2024-25

		Detailed Plans	Outline Plans					
Ref	**Title**	**2020-21 £000**	**2021-22 £000**	**2022-23 £000**	**2023-24 £000**	**2024-25 £000**	**Description**	**Committee**
B/R.6.214	Street Lighting - contract synergies	21	2	4	-	-	Every year the budget is changed to reflect the level of synergy savings which will be achieved from the joint contract. This will not lead to any reduction in street lighting provision.	H&CI
6.999	**Subtotal Savings**	**-29**	**2**	**4**	**-**	**-**		
	TOTAL GROSS EXPENDITURE	**88,356**	**91,713**	**95,234**	**98,805**	**101,491**		
7	**FEES, CHARGES & RING-FENCED GRANTS**							
B/R.7.001	Previous year's fees, charges & ring-fenced grants	-34,621	-33,732	-33,905	-34,198	-34,499	Previous year's fees and charges for the provision of services and ring-fenced grant funding rolled forward.	E&E, H&CI
B/R.7.002	Fees and charges inflation	-164	-117	-116	-120	-123	Additional income for increases to fees and charges in line with inflation, not including the effect of the Combined Authority Levy.	E&E, H&CI
B/R.7.002	Changes to fees, charges & ring-fenced grants	2,322	-	-	-	-	Adjustment for changes to fees, charges & ring-fenced grants reflecting decisions made in 2019-20.	E&E, H&CI
B/R.7.004	Inflation on Levy charged to the Combined Authority	-279	-176	-177	-181	-185	Inflation of the Combined Authority Levy - this is matched to the inflation in P&E expenditure for which the Combined Authority are billed.	E&E, H&CI
	Changes to fees & charges							
B/R.7.119	Income from Bus Lane Enforcement	-650	-	-	-	-	Utilising additional bus lane enforcement income to fund highways and transport works as allowed by current legislation.	H&CI
B/R.7.120	Deployment of current surpluses in civil parking enforcement to transport activities	-340	-	-	-	-	Deployment of current surpluses in civil parking enforcement to transport activities, including a contribution to Park & Ride, as allowed by current legislation.	H&CI
	Changes to ring-fenced grants							
B/R.7.202	Change in Public Health Grant	-	120	-	-	-	Change in ring-fenced Public Health grant to reflect change of function and treatment as a corporate grant from 2019-20 due to removal of ring-fence.	E&E, H&CI
7.999	**Subtotal Fees, Charges & Ring-fenced Grants**	**-33,732**	**-33,905**	**-34,198**	**-34,499**	**-34,807**		
	TOTAL NET EXPENDITURE	**54,624**	**57,808**	**61,036**	**64,306**	**66,684**		
FUNDING SOURCES								
8	**FUNDING OF GROSS EXPENDITURE**							
B/R.8.001	Budget Allocation	-54,624	-57,808	-61,036	-64,306	-66,684	Net spend funded from general grants, business rates and Council Tax.	E&E, H&CI
B/R.8.002	Public Health Grant	-120	-	-	-	-	Funding transferred to Service areas where the management of Public Health functions will be undertaken by other County Council officers, rather than directly by the Public Health Team.	E&E, H&CI
B/R.8.003	Fees & Charges	-27,057	-27,350	-27,643	-27,944	-28,252	Fees and charges for the provision of services.	E&E, H&CI
B/R.8.004	PFI Grant - Street Lighting	-3,944	-3,944	-3,944	-3,944	-3,944	PFI Grant from DfT for the life of the project.	H&CI
B/R.8.005	PFI Grant - Waste	-2,611	-2,611	-2,611	-2,611	-2,611	PFI Grant from DEFRA for the life of the project.	H&CI
8.999	**TOTAL FUNDING OF GROSS EXPENDITURE**	**-88,356**	**-91,713**	**-95,234**	**-98,805**	**-101,491**		

SERVICE COMMITTEE REVIEW OF THE DRAFT 2020-21 CAPITAL PROGRAMME

To:	**Economy and Environment Committee**
Meeting Date:	**17th October 2019**
From:	**Executive Director, Place and Economy** **Chief Finance Officer**
Electoral division(s):	**All**
Forward Plan ref:	**Not applicable** *Key decision:* **No**
Purpose:	**This report provides the Committee with an overview of the draft Business Plan Capital Programme for Place and Economy**
Recommendation:	**a) It is requested that the Committee note the overview and context provided for the 2020-21 Capital Programme for Place and Economy** **b) It is requested that the Committee comment on the draft proposals for Place and Economy's 2020-21 Capital Programme and endorse their development**

	Officer contact:		***Member contact:***
Name:	Steve Cox	Name:	Councillor Ian Bates
Post:	Executive Director, P&E	Chairman:	Economy and Environment Committee
Email:	Steve.Cox@Cambridgeshire.gov.uk	Email:	Ian.Bates@Cambridgeshire.gov.uk
Tel:	01223 715660	Tel:	01223 706398

1. CAPITAL STRATEGY

1.1 The Council strives to achieve its vision through delivery of its Business Plan. To assist in delivering the Plan the Council needs to provide, maintain and update long term assets (often referred to as 'fixed assets'), which are defined as those that have an economic life of more than one year. Expenditure on these long term assets is categorised as capital expenditure, and is detailed within the Capital Programme for the Authority.

1.2 Each year the Council adopts a ten-year rolling capital programme as part of the Business Plan. The very nature of capital planning necessitates alteration and refinement to proposals and funding during the planning period; therefore whilst the early years of the Business Plan provide robust, detailed estimates of schemes, the later years only provide indicative forecasts of the likely infrastructure needs and revenue streams for the Council.

1.3 This report forms part of the process set out in the Capital Strategy whereby the Council updates, alters and refines its capital planning over an extended planning period. New schemes are developed by Services and all existing schemes are reviewed and updated as required before being presented to the Capital Programme Board and subsequently Service Committees for further review and development.

1.4 An Investment Appraisal of each capital scheme (excluding committed schemes and schemes with 100% ring-fenced funding) is undertaken / revised, which allows schemes within and across all Services to be ranked and prioritised against each other, in light of the finite resources available to fund the overall Programme and in order to ensure the schemes included within the Programme are aligned to assist the Council with achieving its outcomes.

2. DEVELOPMENT OF THE 2020-21 CAPITAL PROGRAMME

2.1 Prioritisation of schemes (where applicable) is included within this report to be reviewed individually by Service Committees alongside the addition, revision and update of schemes. Prioritisation of schemes across the whole programme will also be reviewed by General Purposes Committee (GPC) in November, before firm spending plans are considered again by Service Committees in December. GPC will review the final overall programme in January, in particular regarding the overall levels of borrowing and financing costs, before recommending the programme as part of the overarching Business Plan for Full Council to consider in February.

2.2 The introduction of the Transformation Fund has not impacted on the funding sources available to the Capital Programme as any Invest to Save or Earn schemes will continue to be funded over time by the revenue payback they produce via savings or increased income. This is the most financially sensible option for the Council due to the ability to borrow money for capital schemes and defray the cost of that expenditure to the Council over the life of the asset. However, if a scheme is transformational, then it should also move through the governance process agreed for the transformation programme, in line with all other transformational schemes, but without any funding request to the Transformation Fund.

2.3 There are several schemes in progress where work is underway to develop

the scheme, however they are either not sufficiently far enough forward to be able to include any capital estimate within the Business Plan, or a draft set of figures have been included but they are, at this stage, highly indicative. The following are the main schemes that this applies to:

- The Adults Committee first considered the Older People's Accommodation Strategy in 2016, and in September 2017 agreed a blended approach for increasing capacity for residential/nursing care. One element of this was to procure an increase in capacity through a number of new build sites, which has potential for implications for the Council's capital plans through provision of land or other assets, or involvement with construction. The Council is engaged with health partners on these challenges, to maximise a 'one public estate' approach.

- The Council, in cooperation with health partners, is reviewing the care that is provided to service-users with learning disabilities, particular those placed out-of-county due to lack of suitable local provision. One option being considered is the acquisition of land and/or buildings that could provide bespoke services to groups of individuals with high needs reducing the need to source high-cost residential placements while improving outcomes. This would have an impact on the Council's capital plans through provision of land or other assets, or involvement with construction. This will only be done where the new provision is more cost-effective than current arrangements.

- On 15th august 2019 the Economy & Environment Committee considered a report detailing the outcome of the stage 1 design contract and the next steps for the King's Dyke project. It was resolved unanimously to:

  a) Agree that Kier should not be awarded the stage 2 construction contract.
  b) Reaffirm that route 3 remained the preferred route option.
  c) Approve the commencement of a restricted two stage Official Journal of the European Union (OJEU) procurement of a target cost with activity schedule design and build contract in accordance with option (c) in section 2.33 of the report.
  d) Agree the assessment of tender returns based on a 60% - 40% price/quality split.
  e) Agree that officers should consider potential sources of further scheme funding should it be needed as the procurement proceeds.
  f) Delegate to the Executive Director in consultation with the Chairman and Vice Chairman of the Committee, the ability to make minor changes to the procurement process and timeline.

  The outcome of the tender process will be presented to the Economy and Environment Committee, following which the capital project budget will be updated.

3. REVENUE IMPLICATIONS

3.1 All capital schemes can have a potential two-fold impact on the revenue position, relating to the cost of borrowing through interest payments and repayment of principal and the ongoing revenue costs or benefits of the scheme. Conversely, not undertaking schemes can also have an impact via needing to provide alternative solutions, such as Home to School Transport

(e.g. transporting children to schools with capacity rather than investing in capacity in oversubscribed areas).

3.2 The Council is required by the Charted Institute of Public Finance and Accountancy's (CIPFA's) Prudential Code for Capital Finance in Local Authorities 2017 to ensure that it undertakes borrowing in an affordable and sustainable manner. In order to ensure that it achieves this, GPC recommends an advisory limit on the annual financing costs of borrowing (debt charges) over the life of the Plan. In order to afford a degree of flexibility from year to year, changes to the phasing of the limit is allowed within any three-year block (starting from 2015-16), so long as the aggregate limit remains unchanged.

3.3 For the 2019-20 Business Plan, GPC agreed that this should continue to equate to the level of revenue debt charges as set out in the 2014-15 Business Plan for the next five years (restated to take into account the change to the MRP Policy agreed by GPC in January 2016), and limited to around £39m annually from 2019-20 onwards. GPC are due to set limits for the 2020-21 Business Plan in October.

4. SUMMARY OF THE DRAFT CAPITAL PROGRAMME

4.1 The revised draft Capital Programme is as follows:

Service Block	2020-21 £'000	2021-22 £'000	2022-23 £'000	2023-24 £'000	2024-25 £'000	Later Yrs £'000
People and Communities	56,757	73,830	72,426	77,315	48,033	50,401
Place and Economy	25,998	32,338	21,330	15,025	15,025	16,000
Commercial and Investment	66,608	55,307	6,199	800	800	4,000
Corporate and Managed Services	8,026	2,890	-	-	-	-
Total	**157,389**	**164,365**	**99,955**	**93,140**	**63,858**	**70,401**

4.2 This is anticipated to be funded by the following resources:

Funding Source	2020-21 £'000	2021-22 £'000	2022-23 £'000	2023-24 £'000	2024-25 £'000	Later Yrs £'000
Grants	51,544	37,652	31,603	28,607	32,570	58,332
Contributions	12,713	39,880	47,005	36,403	22,235	213,029
Capital Receipts	5,773	3,231	500	500	500	1,500
Borrowing	44,600	52,717	26,237	27,880	11,813	389
Borrowing (Repayable)*	42,759	30,885	-5,390	-250	-3,260	-202,849
Total	**157,389**	**164,365**	**99,955**	**93,140**	**63,858**	**70,401**

* Repayable borrowing nets off to zero over the life of each scheme and is used to bridge timing gaps between delivery of a scheme and receiving other funding to pay for it.

4.3 The following table shows how each Service's borrowing position has changed since the 2018-19 Capital Programme was set:

Service Block	2019-20 £'000	2020-21 £'000	2021-22 £'000	2022-23 £'000	2023-24 £'000	2024-25 £'000	Later Yrs £'000
People and Communities	-21,220	-21,906	22,186	-179	2,586	15,397	1,595
Place and Economy	11,875	1,935	-3,485	188	2,916	-	-
Corporate and Managed Services	-342	5,434	578	-	-	-	-
Commercial and Investment	5,652	13,621	55,778	5,399	-	-	-67,751
Corporate and Managed Services – relating to general capital receipts	-	-	-	-	-	-	-
Total	**-4,035**	**-916**	**75,057**	**5,408**	**5,502**	**15,397**	**-66,156**

4.4 The table below categorises the reasons for these changes:

4.4 The table below categorises the reasons for these changes:

Reasons for change in borrowing	2019-20 £'000	2020-21 £'000	2021-22 £'000	2022-23 £'000	2023-24 £'000	2024-25 £'000	Later Yrs £'000
New	4,442	13,068	3,075	0	0	0	0
Removed/Ended	-6,489	-35	-186	-3,785	-5,828	4,170	2,850
Minor Changes/Rephasing*	-37,990	-50,464	44,330	9,851	10,851	14,899	1,780
Increased Cost (includes rephasing)	7,627	-757	1,835	1,300	139	0	0
Reduced Cost (includes rephasing)	-2,180	-7,397	2,450	33	-195	0	1,300
Change to other funding (includes rephasing)	-1,104	1,971	-1,078	-162	0	-1,095	0
Housing schemes	-3,660	43,353	38,885	0	0	0	-68,551
Variation Budget	35,319	-655	-14,254	-1,829	535	-2,577	-3,535
Total	**-4,035**	**-916**	**75,057**	**5,408**	**5,502**	**15,397**	**-66,156**

**This does not off-set to zero across the years because the rephasing also relates to pre-2019-20.*

4.5 These revised levels of borrowing will have an impact on the level of debt charges incurred. The debt charges budget is also currently undergoing thorough review of interest rates, internal cash balances, Minimum Revenue Provision charges and estimates of capitalisation of interest – the results of this will be fed into the next round of committee papers on capital.

5. OVERVIEW OF PLACE AND ECONOMY's DRAFT CAPITAL PROGRAMME

5.1 The revised draft Capital Programme for Place and Economy (P&E) is as follows:

Capital Expenditure	2020-21 £'000	2021-22 £'000	2022-23 £'000	2023-24 £'000	2024-25 £'000	Later Yrs £'000
Place & Economy	25,998	32,338	21,330	15,025	15,025	16,000

5.2 This is anticipated to be funded by the following resources:

Funding Source	2020-21 £'000	2021-22 £'000	2022-23 £'000	2023-24 £'000	2024-25 £'000	Later Yrs £'000
Grants	18,028	17,569	17,984	15,213	15,213	16,200
Contributions	2,906	17,716	3,238	812	812	7,500
Borrowing	5,064	-2,947	108	-1,000	-1,000	-7,700
Total	**25,998**	**32,338**	**21,330**	**15,025**	**15,025**	**16,000**

5.3 The full list of P&E capital schemes is shown in the draft capital programme at appendix one. Table 4 lists the schemes with a description and with funding shown against years. Table 5 shows the breakdown of the total funding of the schemes, for example whether schemes are funded by grants, developer contributions or prudential borrowing.

5.4 Papers on the individual schemes have been, or will be, considered separately by the appropriate Service Committee.

5.5 **Changes to Existing Capital Schemes**

5.5.1 Changes to existing schemes, such as rephasing, re-costing, and revised funding are highlighted below. The Integrated Transport Schemes apply to both Economy and Environment Committee and Highways and Infrastructure Committee, so those are listed first. Following that, items are grouped by Service Committee.

5.6 **Integrated Transport Schemes**

5.6.1 This area is mainly funded by Local Transport Plan grant funding from the Department for Transport. The assumption is made that funding that now goes via the Combined Authority will now be passported across to Cambridgeshire. Some of these schemes are further enhanced by the use of S106 developer contributions. A reduction to the current schemes will need to be made to fund the local contribution towards the A14.

5.7 **Economy and Environment Committee**

5.7.1 **King's Dyke**
Details of this scheme are already documented in section 2.3.

5.7.2 **A14**
Along with other local authorities, Cambridgeshire agreed to a local contribution of £25m towards the cost of the A14. This will be paid at £1m per year for the next 25 years, 2020-21 being the first year.
This is to be funded within the integrated transport block, therefore a decision will need to be made as to which schemes are reduced to fund this.

5.8 **Highways and Infrastructure Committee**

5.8.1 **Highways Maintenance**

This is the £90m programme of work to enhance the highways network agreed some years ago. This was originally programmed to be done over 5 years but the number of years was extended to best match the Highways Asset Plan. The budget was reduced from £6m to £4.3m a year in 2018/19 and the remaining years to take account of efficiencies in the new Highways contract. All of this work is funded by prudential borrowing and funding tails off in 2021-22. This funding has been critical to keep the road network up to an acceptable standard. Although we have been fortunate in previous years, in receiving further DfT grants for pothole funding, challenge fund and safer roads fund, this has been for specific schemes or to maintain infrastructure damaged by abnormal weather and currently there is no indication there will be further funding.

5.8.2 **Waste – Household Recycling Centre (HRC) Improvements**
The current budget is based on the need to replace 2 household recycling centres. This is funded by a mixture of S106 developer contributions and borrowing. Further work is taking place to identify the need for these new sites in the light of the overall Council's financial position. Also for one of the sites, there is an adjacent waste site for which it is expected the operator will be looking for planning permission to extend the life of the site, which would probably delay the need for the County Council to replace their existing site.

6. ALIGNMENT WITH CORPORATE PRIORITIES

6.1 Developing the local economy for the benefit of all

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

- Investing in key infrastructure schemes will promote growth in the number of jobs in our area and thus growth of the economy.
- Transport schemes are critical in allowing people to get around effectively and efficiently and to access work and other facilities they need.

6.2 Helping people live healthy and independent lives

See wording under 6.1 above.

6.3 Supporting and protecting vulnerable people

See wording under 6.1 above.

7. SIGNIFICANT IMPLICATIONS

7.1 Resource Implications

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

- There may be revenue implications associated with operating new or enhanced capital assets but equally capital schemes can prevent the need for other revenue expenditure.
- The overall scale of the capital programme has been reduced to limit the impact on the Council's revenue budget and this in turn will have beneficial impacts on the services that are provided from that source

7.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

7.3 Statutory, Risk and Legal Implications

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

- Regulations for capital expenditure are set out under Statute. The possibility of capital investment, from these accumulated funds, may ameliorate risks from reducing revenue resources.
- At this stage, there are no proposals with significant risk arising from "pay-back" expectations.

7.4 Equality and Diversity Implications

There are no significant implications within this category.

7.5 Engagement and Consultation Implications

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

- Consultation is continuous and ongoing between those parties involved to ensure the most effective use of capital funding.

7.6 Localism and Local Member Involvement

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

- Local Members will be engaged where schemes impact on their area and where opportunities for strategic investment arise.

7.7 Public Health Implications

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

- Strategic investment in some of the schemes outlined may have potential to improve Public Health outcomes. This includes schemes that encourage active travel through cycling, walking and use of public transport.

Source Documents	Location
The 2019/20 Business Plan, including the Capital Strategy Capital Planning and Forecast: financial models	https://www.cambridgeshire.gov.uk/council/finance-and-budget/business-plans> c/o Senior Finance Business Partners 1st Floor Octagon Shire Hall Cambridge

Agenda Item No: 13.

Ely Bypass Internal Audit Report

To: **Economy and Environment Committee**

Meeting Date: **17th October 2019**

From: **Duncan Wilkinson, Chief Internal Auditor**
Steve Cox, Executive Director, Place and Economy

Purpose: **To provide the Committee with a summary of the key findings and recommendations from the Internal Audit of the Ely Bypass project.**

Recommendations: **E&E Committee is requested to:**

(1) Consider the report and its recommendations; and

(2) Endorse the Internal Audit recommendations as set out in Appendix 1.

	Officer contact:		***Member contacts:***
Name:	Duncan Wilkinson	Names:	Councillor Ian Bates
Post:	LGSS Chief Internal Auditor	Post:	Chairman of Economy and Environment Committee
Email:	Duncan.Wilkinson@Milton-Keynes.gov.uk	Email:	Ian.bates@cambridgeshire.gov.uk
Tel:	01908 252089	Tel:	01480 830250

1. BACKGROUND

1.1 The Audit and Accounts Committee (A&A) considered the Internal Audit report on the Ely Bypass project at its meeting on 29th July 2019. The Internal Audit report is attached at Appendix 1. It contains some minor textual changes, reflecting feedback from the Audit and Accounts Committee. The Chief Internal Auditor has confirmed those changes do not alter the Internal Audit findings and conclusions. The revised report therefore is submitted as the independent Internal Audit opinions.

1.2 The Committee resolved that the Internal Audit Report should be referred on to Economy and Environment Committee (E&E) with 'a revised cover report to take account of issues raised at the meeting' including:

- The Chief Internal Auditor agreed to review (and change) typos / presentational issues within the Internal Audit report but retained editorial control of the report.
- The Chairman of E&E indicated that he was happy for the Chairman of A&A to be invited to speak to the report at that Committee and would ensure he received an invite.
  That the concerns raised could be addressed from writing a report jointly authored by the Chief Internal Auditor, Chairman of the Audit and Accounts Committee and the former Executive Director with the Internal Audit Report appended to that. This was suggested as being the most effective way of providing better focus on key issues whilst respecting the independence of Internal Audit.

1.3 This report therefore seeks to summarise the key issues for E&E derived from:

1.3.1 The full Audit Report
1.3.2 The presentation to A&A by the Head of Audit leading this audit
1.3.3 The points raised by A&A at the meeting, as collated and summarised by the Chairman of A&A, Cllr Shellens, who has assisted the drafting of this report to ensure the Committee's views are properly presented.

2. ISSUES

2.1 The E&E Committee asked Internal Audit to review Ely Bypass in order to understand the cost increases in the contract and to develop a 'lessons learned' report. The key findings and conclusions from the report (at Appendix 1) are summarised below.

2.2 The key conclusion is that whilst actual costs (£49m) exceeded the original budget (£36m) i.e. a £13m (36%) 'overspend', the evidence shows that:

- The additional costs were necessary, and
- Costs were subject to oversight and challenge by the Project Board

2.3 Audit & Accounts Committee considered the full report on 29th July 2019. The key issues highlighted to E&E, derived from report, the presentation from the Head of Audit leading the audit and the points raised by A&A, are summarised below:

2.3.1 This was not an 'overspend'. Causes were traced to a failure to sufficiently budget for the realistic costs of the project given the pace of delivery required by the Project

Board and the value re-engineering of original bids / costs to within the set budget. The final costs of the project were, based on the evidence reviewed, a fair reflection of value of the works.

2.3.2 The project delivered Best Value (Value For Money) for Cambridgeshire County Council (CCC). That conclusion, at face value, does not correlate with the simple issue that costs exceeded the budget by £13m (36%). The basis for concluding the project did provide best value is set out below:

Public sector best value has 4 specific aspects, economy, efficiency, effectiveness and social value. In summary, the evidence supports a conclusion against each as set out below:

Economy	Evidence supports a conclusion that the additional costs incurred were highly likely and therefore the project did not technically 'overspend' but had a substantially insufficient budget. That this created an unplanned additional financial pressure for CCC does not permit this criterion to be evaluated good.
Efficiency	Poor original budgeting is not efficient but the scrutiny applied on additional costs and the project generally support a conclusion this area was at least satisfactory.
Effectiveness	An insufficient budget undermines effectiveness as the projects approval did not consider its likely 'real' cost, however the project delivered its objectives to agreed standards.
Social Value	Given the project's regional impact its social value must be considered good.

Other procurement / construction routes could have provided a better route to possibly control costs, however it must be recognised that:

- those would have required a longer procurement / preparation process and the Committee had determined speed to completion was a key pressure, and
- it is IA's opinion they would probably not have reduced total costs but would instead have increased the original budget to more realistic levels.

2.3.3 **Key wider learning is highlighted by Internal Audit as the need to:**

- **Provide a professional, realistic budget for large projects, and**
- **Include sufficient / realistic provisions for known areas of uncertainty, and**
- **Liability for additional costs must be explicitly explained at key project stages.**

2.4 Internal Audit's opinions were reported as:

- **LIMITED** Systems of Control - there are significant control weaknesses that present a high risk to the control environment.

- **SATISFACTORY** Compliance - the control environment has mainly operated as intended although errors have been detected that should have been prevented / mitigated.

2.5 The key issues and evidence supporting a LIMITED system of control opinion include:

- At an early stage, decisions were taken to procure the construction contracts with known uncertainties with the aim of increasing the pace of works to completion. This transferred the liability for additional costs to CCC without making or reporting adequate financial provision for those uncertainties.

  Professional advice was given not to adopt those timescales and whilst the Project Board was acting within its authority, the risks, potential consequences and costs were not revised within the financial modelling for the project.

- The E&E Committee delegated authority to the Executive Director Place and Economy to approve procurements etc unless costs were 'significantly' higher but without defining the key term 'significantly'. In hindsight a £13m higher cost than budgeted is viewed as significant variation, however, the report makes clear that the delegations were discharged appropriately and all decisions were taken in full consultation with the Chair of the E and E Committee.

- The Project Board Terms of Reference did not have explicit / sufficient defined thresholds for variations of price, costs or controls.

- Regular reports were not submitted to E&E. Within a large capital project such as Ely Bypass the numerous cost and project variations should have required reporting to the E&E Committee both to provide opportunity to challenge and also public transparency.

2.5.1 **Key wider learning to maintain strong control systems for capital projects has therefore been highlighted by Internal Audit as the need to:**

- **Adopt professional project management best practice or formally risk assess variation from that,**
- **Require budgets that reflect the professionally assessed likely costs,**
- **Closely scrutinise and require evidence for any value engineering proposals to reduce bids 'back to' budget limits**
- **Operate explicitly and publicly reported change control thresholds**

2.6 The key issues and evidence that supports a SATISFACTORY compliance opinion includes:

- The E&E Committee acted within and did not breach the Council's Constitution in delegating the authority to the Executive Director Place and Economy. The Director acted within that delegated authority.

- Detailed monitoring reports (eg those from WYG consultants) were not submitted to the Project Board.

- Additional funding requirements were not highlighted corporately at the earliest opportunity with the relevant Service Director waiting until the total additional amount was known.

2.6.1 **Key wider learning in respect of strong compliance for capital projects has therefore been highlighted by Internal Audit as the need to:**

- **Maintain explicitly defined schemes of delegation / change control**
- **Ensure detail is always routinely reported into the relevant Project Board and provide space in meetings for external experts opinions**
- **Any cost variation that exceeds the total approved budget be immediately reported to the Finance Director.**

2.7 The Internal Audit Report at Appendix 1 includes a Management Action Plan that sets out the key issues and agreed actions to address the weaknesses identified within the audit. This report tries to avoid the duplication of that text. Control improvements are often difficult to embed into capital schemes not least because most capital projects span multiple financial years and usually have unique features. Control improvements implemented now are only effective for projects not yet started.

2.8 The 'key wider learning' set out above in bold seeks to provide simple text for E&E to consider formal adoption across all large capital projects, in particular those current large capital projects under E&E oversight. A specific additional recommendation is therefore made below to provide a means to implement improved control into current projects as well as newly approved projects:

That the E&E Committee request and receive a report on all current, large (greater than £1m) capital projects assessing compliance with both the wider learning identified from the Internal Audit of Ely Bypass and the newly implemented CCC framework and management methodology for project management.

2.9 The Internal Audit report recognises that CCC has implemented (early 18/19) a new framework and a management methodology for capital project management. That was implemented after the key project milestones for Ely Bypassed had passed. The IA recommendations are made in the knowledge that the good practice recommended is evident within the new system of control for projects. It is suggested that the above recommendation be implemented where:

- Project Managers 'self assess' against the learning highlighted in this report and the new project management methodology, and
- When the results of that are considered by E&E, the Committee determine whether it wishes to request an Internal Audit of that data

Source Documents	Location
Audit & Accounts Committee – 29th July 2019	https://cambridgeshire.cmis.uk.com/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1154/Committee/9/Default.aspx

Appendix 1

Internal Audit Report

Ely Bypass

Governance Opinion

Adequacy of System	Limited
Compliance	Satisfactory
Organisational Impact	Minor

Report Issued	11th July 2019
Follow Up Due	N/A
Audit Committee Schedule	29th July 2019

Conducted in Conformance with the International Standards for the Professional Practice of Internal Auditing.

Executive Summary

1 Background and Context

1.1 As part of the 2018/19 Audit Plan, an audit was included on Capital Variations and Overspends, in line with the materiality of capital projects, with the Council investing £185,816,000 in 2017-18.

1.2 The Economy and Environment Committee asked Internal Audit to review Ely Bypass as part of this review in order to understand the cost increases in the contract and to develop a 'lessons learned' report. Given the size of the Ely Bypass project and the scale of the additional payments above the original project specification, this has been the focus of this review.

1.3 The Ely Crossing scheme was one which the Council had been promoting for a number of years before the current process began but was unfortunately unable to move forward with it as funding was not available.

1.4 The former Executive Director, Place and Economy has advised that;

> *"Once the current phase of work began, there was a clear stakeholder imperative to get the scheme delivered as quickly as possible and this need was heightened by other delays, outside of the Council's control that occurred in the process, for example the protracted discussions with English Heritage and the potential for a Secretary of State call in. Therefore, once the procurement commenced, the will of the Project Board was very much to move the scheme on as quickly as possible and the analysis and recommendation in this report need to be seen in that context".*

1.5 To assist with the ease of reading the report and to set the context, Appendix 7 to this report gives a detailed background and life cycle of the project.

2 Audit Approach / Scope

2.1 This audit was to review the variations or overspends and evaluate the root causes of the variations/overspends, taking a 'lessons learned' approach. The audit aim was to identify any changes or improvements that could be made to project governance arrangements, risk and issue management, and other project management considerations.

2.2 The Project was tested across the following areas:

- Reviewing the original Business Case and approved budget for the scheme.
- Reviewing project governance arrangements.

- Reviewing scheme variations/overspends, including:
  - Evaluating change control processes for key scheme variations;
  - Documenting the timeline of key decisions;
  - Documenting causes for cost variations.

3 Key Risks

3.1 This audit links to the following risks in the Corporate Risk Register:

- The Business Plan is not delivered
- The infrastructure and services required to meet the current and future needs of a population is not provided at the right time

4 Summary of Key Contract Stages and conclusions.

Based on the completion of our fieldwork we are giving a *LIMITED* assurance over the Control Environment, and a *SATISFACTORY* assurance on Compliance. Despite the additional payments on the project, there is evidence that throughout the course of the project, there was an effective third party process of review and scrutiny of costs and performance which was undertaken to ensure that the Council was getting Value for Money on the delivery of the scheme. However, due to the desire of key stakeholders to get the project completed in the shortest timescales possible, and the consequent design of the Contract, insufficient time was given to the project planning stage which, when combined with the type of Contract used during construction, meant that the true costs of the project were not available to officers nor Members until the project was near completion.

4.1 Key Contract Stage: Procurement

The procurement of the Contract was undertaken on the basis of the Contract being an Early Contractor Involvement Design and Build Contract. In order for the Contractors to give an accurate tender submission which reflects the likely costs and minimises the risk of cost increases, the LGSS Procurement Team advised that tenders on this sort of contract usually go beyond the legal requirements and those set out in ordinary guidance documents such as the Council's Contract Procedure Rules. For example, a longer tender period or more detailed information being provided at the Pre-Qualification Questionnaire would allow for bidders to better understand the project and therefore to give a more accurate cost figure.

The Pre-Quality Questionnaire was issued in January 2016. 11 responses were received by the Council which were then evaluated, with the top 6 contractors then being invited to tender. The Invitation to Tender was issued in April 2016 and the tender was open for 8 weeks, only slightly longer than the 35 day minimum allowed within the Council's Contract Procedure Rules. A Procurement Strategy was submitted to the Project Board in

September 2015 which summarised advice from Consultant's, LGSS Procurement and Contractor's Comments. The Consultants advised that a 9 week tender process followed by a six month design period would give the highest degree of cost certainty. The summary of this report confirmed that a 5 week tender period was insufficient for the detail of the scheme. The Project Board took the decision to have an 8 week tender period, with a 16 week design stage, significantly shorter than the officers' recommendation.

The tenders were evaluated on the pre-agreed ratio of 60% quality and 40% price. Each tender contained a costed risk register and an activity schedule for stages one and two of the contract.

The contract was awarded to Volker Fitzpatrick at the Economy and Environment Committee Meeting on the 14th July 2016, following the report provided to the committee on the results of the tender evaluation. They were judged to be the '*most economically advantageous tender'*, and also proposed a target cost that fell within the budget available for the scheme. Volker Fitzpatrick set their total contractor target price as £24,460,072, with £675,794 allocated for stage 1, and £23,784,278 for stage 2. For context, the cheapest tender bid received was £23,414,496.41, and the most expensive was £37,642,562.90. As part of their tender response they provided a risk register detailing any risks, mitigations and costs they had identified. The allowances for these risks were included in the stage 2 price.

Despite the short timescale of the Tender process for a contract of this size, Internal Audit has concluded that the process undertaken to procure the contractor for the Ely Bypass was in line with the key controls in the Council's Contract Procedure Rules, even though LGSS procurement advice was that a longer tender period would have been more effective for a scheme of this scope and value. Full detail of compliance with the Council's Contract Procedure Rules can be found at Appendix 2 of this report.

4.2 Key Contract Stage: Stage 1 – Developed Design

At the commencement of stage one of the Contract, the target cost was in line with the costs detailed in Volker Fitzpatrick's tender bid. Before the contract was let, it was determined that the length of Stage One would be 4 months (16 weeks), in line with the Procurement Strategy document which was compiled by the Team Leader – Highways Projects following discussion at the Project Board. This decision did not go to the Economy and Environment Committee for approval.

At the end of the 16 week Stage One period, the target cost for Stage two had increased to £27,470,909. This represents an increase from the tendered stage two cost of £3,686,631, or a 15.5% increase.

To give context for the increase in costs, the document which recommended that the Contract be moved to Stage 2, Construction, detailed the following information concerning the increases in the price of stage 2 that were identified through stage 1 testing and design:

The development of the target price was "monitored during the design stage". The original outline design undertaken by Skanska/Atkins had, in some areas significantly under assessed the requirements. This is exemplified by the Piling costs on the Viaduct and Rail Bridge where the costs have increased by £1.314m. Structural steelworks costs have also risen significantly with the majority of the increased cost being attributable to the impact of Brexit on imported steel costs. The increased steelwork cost amounts to £1.223m. The major contributors to the increase were Earthworks (+666,097.11), the Railway Bridge (+836,119.41), and the Viaduct (+2,501,960.81).

When the decision was made to let the Contract to Volker Fitzpatrick, the Committee also decided to delegate the decision to commence the second stage of the Contract to the former Executive Director, Place and Economy, in consultation with the Chair and Vice Chair of the Economy and Environment Committee, in order to prevent any delays in progressing the project. This delegation of power is reflected in the report 'Ely Southern Bypass – Stage 2 Contract Award' (attached at Appendix 3), which was compiled by the Team Leader –Highways Projects to the former Executive Director, Place and Economy, which detailed the recommendation to move the contract onto the second stage.

The increase in Stage 2 costs to £27,470,909 took the total costs of the project to £35,999,262, just within the Council's Business Plan budget of £36m. Therefore, whilst the Construction costs were showing an increase at this stage, if nothing else had changed in the target price moving forward, the project would still have been within the allocated budget.

The decision to delegate the power away from the Committee was with the caveat that should the construction target price be significantly higher than the tendered construction price, then the decision to trigger construction was to be referred back to the committee. This caveat, however, had no figure, nor percentage, detailed alongside it to explain how much "*significant"* was deemed to be. Given the increase in costs, it could be argued that this increase should have been taken back to Committee for review. However, the Council's Constitution does not place any monetary limit on Members' decision making powers. Therefore it can be concluded that the appropriate authority was sought and given at this stage of the contract life cycle.

Conclusion 1:
By not specifying exactly what was meant by a "*significant"* change the Economy and Environment Committee effectively delegated full decision making power over to the former Executive Director of Place and Economy, in consultation with the Chair and Vice Chair of the Economy and Environment Committee.

There is nothing in the Constitution which prohibits this. The former Executive Director Place and Economy stated that the decision was taken in full consultation with the Chair and Vice Chair of the Committee as required. Better governance and transparency would have been achieved by referring back to full committee in order to seek approval to progress to Stage 2 , because the Target Cost now represented a cost 15.5% higher than the original tender, and even at this stage, it was acknowledged that the actual final cost would be much higher.

Recommendation 1:
Consideration should be given to whether the Constitution should be adapted to incorporate limits to delegating authority away from Committees, particularly when there are significant financial implications.

In instances where officers are given delegated authority to make significant decisions outside of their ordinary powers as stated in the Scheme of Delegation, even in consultation with some Members, then reports should be provided to relevant Members or Committee which outline the decision that was taken, particularly in high-risk areas or projects.

The report presented to the former Executive Director of Place and Economy by the Team Leader – Highways Projects highlighted that *"as in all construction projects, there are likely to be unforeseen issues that can impact on the outturn cost. The current estimate of cost against budget leaves limited contingency to take account of these unforeseen events. It may be worth considering whether a sum for contingencies should be sought through the Business Planning process".* This demonstrates the volatility of the costs being presented for approval at this time, and the high level of risk that the costs may further increase as the project cycle moved forward.

The July 2017 Finance and Performance Report, prepared by the Strategic Finance Manager, details that *"the target price, whilst within budget, would use any contingency or risk allowance. It was highlighted that as a high risk scheme in difficult site conditions, it would be likely that additional funding would be required which could fall into the 10-20% category."* This further demonstrates the uncertainty and potential volatility in the figures that were agreed by the former Executive Director, Place and Economy, and the Chair and Vice Chair of the Economy and Environment Committee at the end of Stage 1.

This could further support an argument that the expected costs were to be much higher than those submitted in the tender costs, and therefore that the approval should have been resubmitted to Committee at this stage, although as already highlighted there was no definition of what constructed a significant change and, the former Executive Director Place and Economy has advised Internal Audit, the underlying requirement from key stakeholders was to move the project on quickly. Internal audit has seen emails to the former Executive Director Place and Economy that supports this view. The July 2017 Finance and Performance report was reviewed by the Committee at the September 2017 meeting, with this being the first reference made to the Committee on the potential additional payments required to deliver the project.

Conclusion 2:
Whilst it may not have been possible for officers and the Project Board to quantify the increase in the expected costs compared to the Contracted amount when moving from Stage 1 to Stage 2, a report should still have been presented to Committee which outlined the reasons for the price increases to date, the likelihood of further increases and the expected size of the increases where possible. This report should have given Committee the option on whether regular update reports on the current costs along with most up to date anticipated increase in total cost were wanted.

4.3 Main Conclusions: Timescales

As reflected in sections 4.1 and 4.2, both the timescales for the procurement and the design stage were extremely short, with 8 weeks given for the submission of tender bids, and with Stage 1 of the Contract being completed in just 16 weeks. In September 2015, a draft document was developed by the Team Leader for Highways Projects, which set out a number of options for the Procurement Strategy. This document is attached at Appendix 6 of this report. The options discussed in this document ranged from simply ensuring compliance with any legal requirements and/or Council policies, to longer periods of procurement/design which ensure that the contractor has a better understanding of the scheme, and can produce more accurate targets at the award stage and at the end of the design stage.

This document was compiled with the help of an independent consultant, WYG, in order to help ensure that the Council 'learned lessons' from the Guided Busway Delivery Review. This consultant gave the opinion that best option would be to have a 9 week tender and a 6 month design period.

The document outlines how suggested procurement options were considered at the Project Board, where the board members *"considered the speed of delivery to be of primary importance and risk in cost uncertainty was off-set by the benefit of possible early*

delivery". As such, members of the Board proposed a shorter tender period of 5 weeks (the minimum allowed within the Contract Procedure Rules), and a detailed design period of 3 months. See Appendix 5 for the Terms of Reference of the Project Board, which includes the membership of the board. This idea was returned to the Consultant for consideration, who reviewed the proposal and stated that if a 5 week tender period was chosen, then they would *"strongly recommend"* the allowance of a 6 month design period in order to have an accurate detailed design to mitigate risks during construction. Further, the LGSS procurement team suggested that for a contract of this scope and value, a tender period of 8-10 weeks would be considered reasonable and expected. The Team Leader – Highways Projects has advised Internal Audit that the 8 week tender period which was agreed was a compromise between the 12-16 week consultant and procurement advice and the Project Board desire for the legal minimum of 5 weeks.

The Project Board meeting minutes from 13th August 2015 show that the Section 151 officer was "content" with the approach put forward by the Project Board, "provided Councillors recognised the associated risks". There is no evidence that this document was fully developed or submitted to the Economy and Environment Committee, or that Members were made aware of the financial risks associated with the proposed timescales.

The final tender included a Stage 1 timescale of 16 weeks, to include review, negotiation and agreement of the proposed target cost, and as such, when the contract was moved into the Construction phase, much of the costing was based on limited design information and therefore still largely unknown by both the Contractor and the Council.

A longer procurement period and/or Stage 1 may have allowed the contractor more opportunity to fully understand the risks associated with design and construction, particularly poor ground conditions, the complex structural elements of the river and rail bridges, along with statutory undertakers and Network Rail requirements. Whilst the Contractor did raise the issue that it was expected that all of the contingency would be used to deliver the project, no certain figures could be reasonably determined at this point.

Conclusion 3:
Professional advice and recommendations expressing concern about short timescales were presented to the Project Board, however the subsequent decision made by the Project Board focussed on the speed of completion of the Project, rather than the advice given. Following professional advice would have allowed for a detailed plan and design for the project to be developed, and therefore may have given the Council and all relevant stakeholders a more accurate target cost at the beginning of the project. There is also little evidence that the Economy and Environment Committee were made aware of the Risks associated with the procurement and design processes being followed.

Recommendation 2:
Future projects should follow a procurement and design stage which takes full account of advice from key officers, the procurement team, any external consultants and suppliers. This should include a provision for extending certain phases of projects; such as the design stage.
The relevant Committee on any project should be made aware of any risks associated with the procurement/design process being recommended to them, including any impact this might have on the final costs of the Project.

4.4 Key Contract Stage: Stage 2 – Technical Design and Build

As construction progressed on the project, many issues arose which caused both an increase in cost and an extended completion date. These issues mainly relate to a combination of the structural design and the site's ground conditions. Additional materials were needed in order to provide sufficient structural support. For example the v-piers for the river viaduct have required larger quantities of steel and concrete to ensure structural integrity. Another significant issue was the diversion of a 33kv power supply under the railway line. This diversion was delayed by 3 months due to lack of communication from UKPN (UK Power Network), and was finally completed in August 2017. This delay has caused an increase in cost of £1.6m. This was first reported to the E&E Committee in the May 2017 Finance and Performance Report.

The Project Manager and Team Leader were aware of cost increases and further risks to the project in Spring 2017 and have advised Internal Audit that these issues were reported to the Head of service and Service Director who decided not to request extra funding until the total additional payment could be fully quantified. Although the Service Director has now left the organisation, the former Executive Director Place and Economy has advised internal audit the he was aware of this decision and that this was taken after informal discussions with key stakeholders. As detailed in Section 4 of this report, the Project Board was made aware of the increase to target cost in the September 2017 meeting but were not given any figures as, at this point, there was still a level of

uncertainty of what the final figure would be. The Project Board was given details of the additional funding required at their November 2017 meeting, where the estimated final cost of the scheme was stated at £37,294,166, taking the full cost of the project to £46,924,743. The information presented to the Project Board at this meeting is attached at Appendix 4 of this report. It wasn't until the 12th April 2018 Economy and Environment Committee Meeting, following further cost reviews to establish a more robust forecast outturn, that the figures were discussed with the Committee and an extra £13m was requested.

Recommendation 3:
In instances such as the Ely Bypass project, with numerous spend increases compared the original budgeted and contracted amounts, regular updates should be taken to the relevant Committee. This would both keep the Committee fully informed and ensure that it remains comfortable with any delegations given. These updates should include the current price and the most up-to-date target/expected final price, along with a detailed project risk register, which should give an overview of the key areas where further price increases may occur, as well as the likelihood of these price increases.

Recommendation 4:
The Project Board should insist on the most up-to-date figures on cost at all times, even if the final expected figure is not known, and these should then be reported on to Committee. This should be accompanied by a risk assessment that specifically considers, and wherever possible quantifies, known issues that may impact either positively or negatively on the final cost position. Further, rather than being left to individual officers to decide when the Committee is informed on the progress being made on the project or on any price increases, this decision should be challenged and commented on by the Project Board, who should have a view on when any risks on the project, including any overspends, are presented to Committee. In addition, to support officers further, see recommendation 5 below.

Recommendation 5
Directors should manage, or if necessary escalate, situations where there is pressure to pursue actions that do not follow normal governance rules. It is recommended that a simple procedure is put in place for instances requiring escalation through a short report to the next available Joint Management Team.

4.5 Main Conclusions: NEC Option D within a Design and Build Contract

Under the NEC Terms, Option D is a Target cost with Bill of Quantities. The Bill of Quantities was determined by the Contractor during Stage 1 and provides project specific measured quantities of the items of work identified by the completed design and specification. As is addressed above, having a shortened procurement period and Stage 1 meant that the full design was not fully determined at the end of Stage 1, and so the Bill of Quantities which set out the new cost of completing Stage 2, £27.5 million, was unlikely to be accurate nor reflect the end cost of completion of the project. This was reflected in the report to the Executive Director Place and Economy, prior to the commencement of Stage 2, and in the July 2017 Finance and Performance Report which was submitted to the Economy and Environment Committee in September 2017.

Under Option D, the Bill of Quantities forms the target cost for completion of the project, with payments then made to the Contractor based on actual costs and then a pain/gain adjustment made for variance from the target cost. The issue that arises from Option D is that, should the bill of quantity change i.e. should more materials/labour be required than in the initial bill of quantities, the target cost is simply increased, meaning that the Council pays for the increase without any financial burden being placed on the contractor. Option D places the risk of the specification/design change on the Council.

The implications of using Option D on the Ely Bypass does not mean that the Contract was being managed inefficiently and that inefficiency increased the costs, but rather that the actual costs were likely to fluctuate throughout the construction phase of the contract. There is evidence that key stakeholders were made aware that costs were increasing, but the decision was taken by officers not to go back to Committee for approval of more funding until there was greater certainty of the value of the increase in costs. This is reflected in the fact that the Committee authorised the commencement of the Contract in 14th July 2016, and did not receive a formal report requesting extra funding until 12th April 2018.

Option D is appropriate when asking contractors to begin construction work following an incomplete design stage as this style of contract transfers the risk of specification changes to the Council. If this option is not used then the Contractor would want fully completed testing and designs in order to calculate more accurately the full costs associated with the scheme, before beginning work on the construction stage of the project. As reflected in the above section the decided timescales did not allow for this and the Executive Director Place and Economy has confirmed to Internal Audit that these challenging timescales determined that Option D was to be the best viable option to get contractors to bid for the Contract. However, as mentioned above, one risk of using Option D is that any price increases linked to the evolving design would be covered by the Council. This was a significant risk in this particular contract and the design did evolved during the early stages of the contract, after tenders were received, e.g. at the construction stage. A combination of these two factors contributed to a more volatile and complex cost

forecasting environment that in turn reduced the Council's, and particularly Members, oversight of cost. See **Recommendation 4** for how the project could have ensured a greater level of Member oversight of Costs.

Conclusion 4:
Whilst neither the 16 week stage one nor the decision to use Option D necessarily led to any overspends on the project, what both these factors determined was that the full costs of the project were not known to the Council until the project was nearer to completion. However, it remains important that, notwithstanding this cost volatility, the appropriate committee is kept fully informed, in a timely way, of significant cost projection variations and associated risks that will potentially impact on the final cost. This did not happen.

4.6 **Key Contract Stage: Monitoring**

Formal roles required by NEC forms of contract were undertaken by a third party, WYG, throughout Stage 2 of the Contract. These roles include, the monitoring of cost, quality and programme. The project manager has advised Internal Audit that this was because the Council does not have sufficient resource of the necessary skills required to have undertaken effective contract management.

WYG validated the actual costs and scrutinised the performance levels submitted by Volker Fitzpatrick. This reviewed work undertaken and discussed with the County Council staff (based largely on the site) and was formally fed back to the Council in the form of a monthly Dashboard which was given to the Project Manager, Team Leader, Head of Service and Service Director. These monthly summaries provided updates across a number of different areas including:

- An executive summary detailing the progress made since the last report;
- Key issues/Risks in a RAG style format;
- Overview of costs including the Contract price, the current cost, the cost in the previous report and any variances;
- A summary of cost changes;
- Key client decisions for the next period;
- Information on any quality issues;
- A detailed current assessment of the Final Total of the Prices.

The assessment of the Final Total of the Prices includes in it a detailed overview of the work undertaken by WYG to validate the actual costs incurred by Volker Fitzpatrick on the Contract.

What this demonstrates is that, although not directly responsible for the monitoring of the Contract, key officers were kept informed of the progress being made in key areas against the Contract.

Conclusion 6:
The WYG dashboards provided to Internal Audit throughout the course of this audit evidenced that there was an appropriate and informative high-level overview of the costs and performance of the Contractor.

Recommendation 6:
Rather than waiting for the Project Board meetings for Members of the board to be told about the Contract, the Project Board should be provided with the Dashboards every month, in order to allow any concerns which the dashboards may raise to be discussed as early as possible.

4.7 Main Conclusions: Third Party Monitoring

In order to confirm that the costs charged by Volker Fitzpatrick to the Council were based on actual, verified costs throughout the contract, and that the appropriate performance levels were being met, the Council employed WYG to monitor the Contract on both cost and quality. An NEC project manager administers the contract, a site supervisor checks the quality of the project and reports to the project manager, and a cost consultant verifies actual costs before CCC make a payment.

The third party contract monitoring which took place throughout the process, continuing to completion, gives the Council an assurance that the costs incurred, whilst significantly over the original budget set, represent the actual costs incurred in the delivery of the Contract. This is an important point to note and is an important assurance for stakeholders.

Internal Audit has undertaken compliance testing of the work carried out by WYG and are satisfied that the work undertaken is in line with best practice and is effective in scrutinising actual costs. It should be noted that substantive work has not been undertaken by internal audit.

Internal Audit also attended one of WYG's spot checks at the Volker Fitzpatrick offices, in order to better understand the work undertaken by WYG to verify costs, and from this is further satisfied that process of cost-verification sufficiently reconciles back to prime records.

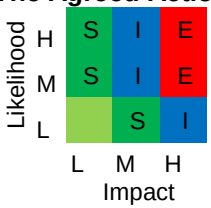
Internal Audit has asked that WYG seek positive assurance from Volker Fitzpatrick that they have not received any retrospective rebates from the work undertaken, and a statement has been requested from Volker Fitzpatrick to reflect this. This should be followed up.

An example of the positive scrutiny undertaken by WYG is reflected in the fact that, through a process of challenge and review, WYG has reduced the amount paid for Compensation Events on the project from £5,374,067.67 to £3,183,381.30, a reduction of £2,190,686.30 from the original claim made by the Contractor. This shows the benefit of an open book style of contract management, when actual costs are verified to prime records.

Detailed agreed actions are listed within the Management Action Plan (MAP) ~~at pages 15 to 17~~ of this report.

MANAGEMENT ACTION PLAN

The Agreed Actions are categorised on the following basis:



Essential - Action is imperative to ensure that the objectives for the area under review are met.

Important - Requires action to avoid exposure to significant risks in achieving objectives for the area under review.

Standard - Action recommended to enhance control or improve operational efficiency.

Ref.	Issues & Risks (Precis)	Agreed Action	Management Comments	Manager Responsible & *Target Date*
1.	**Delegation of powers away from Committee/Members** By not specifying exactly what was meant by a "*significant*" change the Economy and Environment Committee effectively delegated full decision making power over to the Executive Director of Place and Economy, in consultation with the Chair and Vice Chair of the Economy and Environment Committee. There is nothing in the Constitution which prohibits this. The former Executive Director Place and Economy stated that the decision was taken in full consultation with the Chair and Vice Chair of the Committee as required. Better governance and transparency would have been achieved by referring back to full committee in order to seek approval to progress to Stage 2 , because the Target Cost now represented a cost 15.5% higher than the original tender, and even at this stage, it was acknowledged that the actual final cost would be much higher.	**Important** **Recommendation 1:** Consideration should be given to whether the Constitution should be adapted to incorporate limits to delegating authority away from Committees, particularly when there are significant financial implications. In instances where officers are given delegated authority to make significant decisions outside of their ordinary powers as stated in the Scheme of Delegation, even in consultation with some Members, then reports should be provided to relevant Members or Committee which outline the decision that was taken, particularly in high-risk areas or projects.	This is fully accepted and will be helpful to give Committee and officers a clear scope of delegation and required actions. This is currently being discussed corporately and will result in a paper with recommendations to Constitution and Ethics Committee and subject to views there, an amendment to the constitution at Full Council. Therefore the agreed action has commenced.	*Monitoring Officer Autumn 2019*

Ref.	Issues & Risks (Precis)	Agreed Action	Management Comments	Manager Responsible & *Target Date*
2.	**Professional advice was not followed** Professional advice and recommendations expressing concern about short timescales were presented to the Project Board, however the subsequent decision made by the Project Board focussed on the speed of completion of the Project, rather than the advice given. Following professional advice would have allowed for a detailed plan and design for the project to be developed, and therefore may have given the Council and all relevant stakeholders a more accurate target cost at the beginning of the project. There is also little evidence that the Economy and Environment Committee were made aware of the Risks associated with the procurement and design processes being followed.	**Important** **Recommendation 2:** Future projects should follow a procurement and design stage which is in line with advice from key officers, the procurement team, any external consultants and suppliers. This should include a provision for extending certain phases of projects; such as the design stage. The relevant Committee on any project should be made aware of any risks associated with the procurement/design process being recommended to them, including any impact this might have on the final costs of the Project.	This is fully accepted and links closely to Recommendation 1 and 2 where a clear reporting process will be agreed with Committee at project inception. It is proposed that Transformation Team will be commissioned to develop a process to address these issues and the applicability of this to projects across the Council will be considered	*Service Director Highways and Transportation & Executive Director Place and Economy* *Immediate*

Ref.	Issues & Risks (Precis)	Agreed Action	Management Comments	Manager Responsible & *Target Date*
3.	**Oversight of Cost Changes** The Project Manager and Team Leader were aware of cost increases and further risks to the project in Spring 2017 and have advised Internal Audit that these issues were reported to the Head of service and Service Director who decided not to request extra funding until the total additional payment could be fully quantified. Although the Service Director has now left the organisation, the Executive Director Place and Economy has advised internal audit the he was aware of this decision and that this was taken after informal discussions with key stakeholders. As detailed in Section 4 of this report, the Project Board was made aware of the increase to target cost in the September 2017 meeting but were not given any figures as, at this point, there was still a level of uncertainty of what the final figure would be. The Project Board was given details of the additional funding required at their November 2017 meeting, where the estimated final cost of the scheme was stated at £37,294,166, taking the full cost of the project to £46,924,743. The information presented to the Project Board at this meeting is attached at Appendix 4 of this report. It wasn't until the 12th April 2018 Economy and Environment Committee Meeting, following further cost reviews to establish a more robust forecast outturn, that the figures were discussed with the Committee and an extra £13m was requested.	**Important** **Recommendation 3:** In instances such as the Ely Bypass project, with numerous spend increases compared the original budgeted and contracted amounts, regular updates should be taken to the relevant Committee. This would both keep the Committee fully informed and ensure that it remains comfortable with any delegations given. These updates should include the current price and the most up-to-date target/expected final price, along with a detailed project risk register, which should give an overview of the key areas where further price increases may occur, as well as the likelihood of these price increases. **Recommendation 4:** The Project Board should insist on the most up-to-date figures on cost at all times, even if the final expected figure is not known, and these should then be reported on to Committee. This should be accompanied by a risk assessment that specifically considers, and wherever possible quantifies, known issues that may impact either positively or negatively on the final cost position. Further, rather than being left to individual officers to decide when the Committee is informed on the progress being made on the project or on any price increases, this decision should be challenged and commented on by the Project Board, who should have a view on when any risks on the project, including any overspends, are presented to Committee. In addition, to support officers further, see recommendation 5 below.	This is fully accepted and it is proposed for future projects, a reporting process and cycle is agreed by Committee and officers ensure that is adhered to. Future projects will include this. It is proposed that Transformation Team will be commissioned to develop a process to address these issues and the applicability of this to projects across the Council will be considered. This is fully accepted and it is proposed that this form part of the reporting process to be agreed by Committee referenced in the management comments to Recommendation 2 above.	*Executive Director Place and Economy* *Immediate* *Service Director Highways and Transportation & Executive Director Place and Economy* *Immediate*

Ref.	Issues & Risks (Precis)	Agreed Action	Management Comments	Manager Responsible & *Target Date*
		Recommendation 5 Directors should manage, or if necessary escalate, situations where there is pressure to pursue actions that do not follow normal governance rules. It is recommended that a simple procedure is put in place for instances requiring escalation through a short report to the next available Joint Management Team.	To be discussed and action considered by JMT.	*Service Director Highways and Transportation & Executive Director Place and Economy* *Immediate*
4.	**Third Party Monitoring not appropriately communicated to Project Board** The WYG dashboards provided to Internal Audit throughout the course of this audit provided an appropriate and informative high-level overview of the costs and performance of the Contractor. There is no evidence, however, that these updates were provided to all members of the Project Board.	**Important** **Recommendation 6:** Rather than waiting for the Project Board meetings for Members of the board to be told about the Contract, the Project Board should be provided with the Dashboards every month, in order to allow any concerns which the dashboards may raise to be discussed as early as possible	This is fully accepted. All Project Boards will receive regular information in the form of Dashboards as proposed.	*Service Director Highways and Transportation & Executive Director Place and Economy* *Immediate*

Appendix 1 – Glossary / Definitions

There are three elements to consider when determining an assurance opinion as set out below.

1 Control Environment / System Assurance

The adequacy of the control environment / system is perhaps the most important as this establishes the key controls and frequently systems 'police/ enforce' good control operated by individuals.

Assessed Level	Definitions
Substantial	Substantial governance measures are in place that give confidence the control environment operates effectively.
Good	Governance measures are in place with only minor control weaknesses that present low risk to the control environment.
Satisfactory	Systems operate to a moderate level with some control weaknesses that present a medium risk to the control environment.
Limited	There are significant control weaknesses that present a high risk to the control environment.
No Assurance	There are fundamental control weaknesses that present an unacceptable level of risk to the control environment.

2 Compliance Assurance

Strong systems of control should enforce compliance whilst ensuring 'ease of use'. Strong systems can be abused / bypassed and therefore testing ascertains the extent to which the controls are being complied with in practice. Operational reality within testing accepts a level of variation from agreed controls where circumstances require.

Assessed Level	Definitions
Substantial	Testing has identified that the control environment has operated as intended without exception.
Good	Testing has identified good compliance. Although some errors have been detected these were exceptional and acceptable.
Satisfactory	The control environment has mainly operated as intended although errors have been detected that should have been prevented / mitigated.
Limited	The control environment has not operated as intended. Significant errors have been detected and/or compliance levels unacceptable.
No Assurance	The control environment has fundamentally broken down and is open to significant error or abuse. The system of control is essentially absent.

3 Organisational Impact

The overall organisational impact of the findings of the audit will be reported as major, moderate or minor. All reports with major organisational impact will be reported to SMT along with the relevant Directorate's agreed action plan.

Organisational Impact	
Level	Definitions
Major	The weaknesses identified during the review have left the Council open to significant risk. If the risk materialises it would have a major impact upon the organisation as a whole.
Moderate	The weaknesses identified during the review have left the Council open to medium risk. If the risk materialises it would have a moderate impact upon the organisation as a whole.
Minor	The weaknesses identified during the review have left the Council open to low risk. This could have a minor impact on the organisation as a whole.

4 Findings prioritisation key

When assessing findings, reference is made to the Risk Management matrix which scores the impact and likelihood of identified risks arising from the control weakness found, as set out in the MAP.

For ease of reference, we have used a high/medium/low system to prioritise our recommendations, as follows:

E	**Essential** Failure to address the weakness has a high probability of leading to the occurrence or recurrence of an identified high-risk event that would have a serious impact on the achievement of service or organisational objectives, or may lead to significant financial/ reputational loss. The improvement is critical to the system of internal control and action should be implemented as quickly as possible.	**I**	**Important** Failure to respond to the finding may lead to the occurrence or recurrence of an identified risk event that would have a significant impact on achievement of service or organisational objectives, or may lead to material financial/ reputational loss. The improvement will have a significant effect on the system of internal control and action should be prioritised appropriately.	**S**	**Standard** The finding is important to maintain good control, provide better value for money or improve efficiency. Failure to take action may diminish the ability to achieve service objectives effectively and efficiently. Management should implement promptly or formally agree to accept the risks.

Circulation Details:

Confidential

Client:	Cambridgeshire County Council
Issued to:	Steve Cox, Executive Director Place and Economy Nathan Thrower, Project Manager, Major Infrastructure Delivery Brian Stinton, Team Leader – Highways Projects Graham Hughes, Executive Director, Place and Economy
Date:	17th July 2019
Chief Internal Auditor:	Duncan Wilkinson
Lead Auditor:	Ellie Clarke
Status of report:	Final

Appendix 2: Overview of Compliance with Contract Procedure Rules on Ely Bypass Project

Contract Procedure Rules Control	Reference	Comments	Comply – Yes/No
Minimum of 5 bidders	Part 3, 2.1	11 received	Yes
Exemption if <5 bidders	Part 3, 2.2	11 received	Yes
At least 35 days should be allowed for submission of tender	Part 3, 2.3	Open for 56 days	Yes
The Officer must assess the quality of Tenders by pre-determined non-discriminatory evaluation Criteria and weightings- including whole life cycle	Part 3, 2.5	Quaility-60% Price-40% Award marks based on the tender score criteria in the ITT	Yes
The Officer must assess the risks associated with the Contract	Part 3, 2.6	Each Tender submission contained a costed Risk Register	Yes
Bidders must hold their Tenders open for acceptance for a minimum of 90 days from the date of opening	Part 3, 2.11	Stage 1 tender to remained open for 120 days, Stage 2 stayed open for 240 days	Yes
Evaluation Criteria and sub Criteria must be disclosed in the Invitation to Tender documentation and any prequalification documentation.	Part 3, 2.12	ITT section 2, 11.4 detailed the process of evaluation of tenders with score criteria for quality and finance PQQ guidance document detailed evaluation scoring criteria.	Yes
Officers must treat selection and award criteria separately.	Part 3, 3.1	PQQ were evaluated for financial and safety suitability, along with capacity and relevant experience. The 6 highest scorers were Invited to Tender.	Yes
In a restricted tender procedure the selection criteria would be at PQQ stage	Part 3, 3.2	PQQ was issued and 6 of 11 bidders were selected to be invited to tender.	Yes
Careful consideration should be given to the use of presentations and/or site visits within the Tender process	Part 3, 4.1	Supplier meetings held during the tender process were to be attended by all potential providers (max 2 representatives each)	Yes
Tenders must be assessed in accordance	Part 3, 8.1	Tender score criteria outlined in ITT.	Yes

with the pre-determined evaluation criteria			
The results of the Tender evaluation must be recorded and retained on the Tender file	Part 3, 8.2 of Contract Procedure Rules	Results of Tender evaluation recorded and retained in 'WYG financial Report Version 2' file	Yes
The evaluation process must clearly demonstrate that the Council is seeking to identify the value for money Tender	Part 3, 8.3 of Contract Procedure Rules	The ITT details that 'the Authority will ONLY accept the tender which it considers to be the most economically advantageous. VF had the highest Tender score and were deemed the most economically advantageous tender.	Yes
A Contract must only be awarded and signed by an Officer authorised to do so	Part 3, 11.3 of Contract Procedure Rules	Approval to award contract from Economy and Environment Committee	Yes
For Tenders above the EU Thresholds all Bidders must be notified in writing of the award	Part 3, 11.4 of Contract Procedure Rules	All potential providers were notified via the LGSS eSourcing Portal	Yes

ELY SOUTHERN BYPASS- STAGE 2 CONTRACT AWARD

To: Executive Director, ETE.

From: Brian Stinton

1 Purpose

1.1 To seek approval from the Executive Director (Economy Transport and Environment), in consultation with the Chair and Vice Chair of the Economy Transport and Environment Committee, to award Stage 2 of the contract for the Design and Construction of Ely Southern Bypass.

2 Background

2.1 At its meeting on 14th July 2017 the Economy, Transport and Environment Committee approved the award of Stage 1 of the Design and Construction contract to Volker Fitzpatrick and delegated the decision to commence the second stage of the contract (construction) to the Executive Director of Economy and Environment in consultation with the Chair and Vice Chair of the Economy and Environment Committee.

2.2 It was noted that the post-design construction Target Price would be likely to vary from the current construction Target Price submitted as part of the tender as a result of development of the engineering detail and the clarification of construction methods and timescales. Given the aspiration to deliver the scheme as quickly as possible, the Committee delegated the agreement of the construction Target Price and commencement of construction to the Executive Director - Economy Transport and Environment, in consultation with the Chair and Vice Chair of the Economy and Environment Committee unless the post-design Target Price is significantly higher than expected. If the construction target price is significantly higher, then the decision to trigger construction may be referred back to committee.

3 Target Price

3.1 The estimated construction Target Price at the time of tender was £23,784,278.65. Developing the design and construction methodology during the 16 week Stage 1 contract has informed the revised Target Price of **£27,470,909**.

3.2 Development of the Target Price has been monitored during the design stage and a number of factors and changes in rates have resulted in the increase. The major contributors to the increase are:

Earthworks	+£666,097.11
Railway Bridge	+£836,119.41
Viaduct	+£2,501,960.81

Significant increases in cost have arisen from the development of the design beyond that which was available at tender stage. The original outline design undertaken by Skanska/Atkins had, in some areas been found to have significantly under-assessed the requirements. This is exemplified by the Piling costs on the Viaduct and Rail Bridge where the costs have increased by £1.314m. Structural steelworks costs have also risen significantly with the majority of the increased cost being attributable to the impact of Brexit on imported steel costs. The increased steelwork cost amounts to £1.223m. Earthworks and ground stabilisation has also increased to the amount of approximately £666,000. Other areas of pricing has also seen smaller increases.

3.3 A full technical report on the Target Price has been compiled detailing the cost build-up. The report concludes that although the cost has increased from the Tender estimate, it remains reasonable and is backed up by the provision of details of the contractor's costs in both resources and materials.

3.4 As with all construction projects there remain both risks and opportunities. The VE and Opportunities are currently assessed at £584,000, of which £319,000 are identified as shared 'pain and gain. This leaves a County Council Opportunity of £424,500.

4. Other Costs

4.1 Other costs associated with the scheme have also been refined as the detailed design has progressed. These include land, Network Rail, statutory undertakers' and supervision and management costs. These, together with costs already incurred in development and design, are currently estimated at £5.426m

5 Funding and Financial Implications

5.1 The County Council has an allocation in the Business Plan for the scheme of **£36m**. The total scheme cost including Stage 2 contract and other costs detailed in section 4 is **£35.8m**.

5.2 It should be noted that the statutory undertakers' costs are based on current estimates provided by the stats companies. Discount is applied for advanced payments and reimbursements made if costs are not met. The view is that costs will be lower than estimated are more likely to be £1.1-£1.3m.

5.3 DfT Growth Deal funding has received Ministerial approval, subject to the Target Price for construction not increasing to a point where the Benefit Cost Ratio drops from the medium value for money category. The range of costs agreed with DfT would allow the outturn cost to exceed £40m before this would occur. It is expected that the Growth Deal Funding will be confirmed if the County Council approves construction.

6 Contingencies

6.1 Whilst risk and opportunities are reflected in the Target Price and there may be further opportunity to value engineer the project, as in all construction projects, there are likely to be unforeseen issues that can impact on the outturn cost. The current estimate of cost against budget leaves limited contingency to take account of unforeseen events.

6.2 It may be worth considering whether a sum for contingencies should be sought through the Business Planning process.

7. Comments and Conclusion

7.1 Although the cost is higher than at tender award, it is in line with estimated scheme costs prior to tender. Along with checks on the cost build up, some comparison has been undertaken with the original tender process. The target Price is approximately 0.5% from the mean estimates received from other contractors.

7.2 Given that the scheme cost remains within the budget allocation and aligns with expected costs based on pre-tender estimates and will secure the £16m DfT Growth Deal funding, it is recommended that approval is given to commence construction. This will allow work to commence on site in January (proposed date 9th January).

7.3 Given the nature of the site, it is almost certain that the cost will vary from the Target Price. Consideration should be given on how to deal with any cost increase that lies outside the current risk/opportunity allowance.

6. Financial Update

Pre-construction Estimate & Funding

- The estimated total project cost at tender stage was £36m which included construction, design, land acquisition, Network Rail costs and diversion of statutory plant.

- Currently the project has secured funding of £28m made up of
  - £5m Network Rail
  - £1m CIL East Cambridgeshire District Council
  - £16m Growth Deal
  - £6m Local Transport Body funding

- County Council Business Plan included an allocation of up to £8m.
- At award of construction contract no risk was available

6. Financial Update

Scheme Estimate & Target Cost

VF Costs & CCC Estimates	Oct-17	Nov-17	Variance (Oct-Nov)
Pre Stage 1 costs	2,840,000	2,840,000	0
Statutory undertakers diversion works	859,062	859,062	0
Land costs	2,338,000	2,338,000	0
Network Rail costs	767,162	767,162	0
Stage 1 Cost	1,226,353	1,226,353	0
Stage 2 Cost	35,799,788	37,294,166	1,494,378
Supervision & management costs	900,262	1,600,000	699,738
Potential cost	**44,730,627**	**46,924,743**	**2,194,116**

6. Financial Update

Scheme Estimate & Target Cost

Stage 2 Costs	Contract	Oct 17	Nov 17	Variance
Tender total of prices	27,470,909	27,470,909	27,470,909	0
Implemented CE's	0	1,899,106	2,028,312	129,206
Total of Prices	**27,470,909**	**29,370,015**	**29,499,221**	**129,206**
Potential remeasure change	0	1,932,389	3,293,268	1,360,879
CE's to be agreed	0	1,449,569	2,389,046	939,477
Estimated final cost	**27,470,909**	**32,751,973**	**35,181,535**	**2,429,562**
Share estimate	0	472,065	573,256	101,191
Anticipated CE's/Risk	0	2,575,750	1,539,375	-1,036,375
Estimated final cost	**27,470,909**	**35,799,788**	**37,294,166**	**1,494,378**

ELY SOUTHERN BYPASS-PROJECT BOARD

TERMS OF REFERENCE

Objective:
The Project Board provides oversight for the continued development and delivery of the scheme, and provides a forum for key decisions to be made and key issues to be considered. It is the vehicle by which the key strategic issues (including financial and legal) can be represented and reflected in the design and delivery of the Ely Crossing scheme.

Accountability:

The Project Board will ultimately be accountable to the Cambridgeshire County Council Cabinet where key decisions on the project will be made.

Meetings:
The Project Board will meet quarterly and at other times as necessary at key stages of the project.

Substitution should be avoided where possible, however where this is necessary substitutes should be briefed and empowered with the same authority as the usual attendee

Responsibilities:
The key responsibilities of the Project Board will be to:

- Approve aims of the project
- Consider the procurement strategy
- Review project progress, confirm achievements at each major project milestone (or end of stage) and approve commencement of the next stage
- Communicate with stakeholders as defined in the Communication Management Strategy
- Provide direction and support to help resolve key project risks and issues
- Provide guidance and direction, ensuring that the project stays on course to meet its aims within the specified constraints
- Approve the end project and lessons learned reports

Membership:

- Cllr Ian Bates - Cabinet Member for Growth and Planning
- Chris Malyon – Section 151 Officer, LGSS
- Graham Hughes – Project Director, Cambridgeshire County Council
- Giles Hughes – ECDC
- Cllr Peter Moakes - ECDC
- Richard Eccles - Network Rail

Other Attendees

It will be necessary for others to attend the project board to report, or provide advice and guidance either generally or relating to specific issues. These will include:

- CCC Project Manager
- HoS / Team Leader CCC Major Infrastructure delivery
- Head of Assets and Commissioning CCC
- CCC Communications officer
- CCC Traffic Manager
- Others as required at certain times during the project

Project Plan Key Stages

.The key stages of the project are:

- Identification of project aims
- Initial options evaluation and business case
- Development of preferred option – including preliminary design and consultation
- Submission of planning application
- Publishing Draft Orders
- Planning Decision/Inquiry
- Detailed design
- Construction
- Scheme opening

There will be a number of decisions on specific issues and tasks within the key stages. These will be detailed to the Project Board at the appropriate time

1. Background and Consultations

1.1. In January 2011 County Council Cabinet considered a report outlining proposals to relieve congestion at the A142 Level crossing at Ely which are having a detrimental affect on the Ely economy. Cabinet noted that senior members from the County and District Council agreed the need to progress a solution as a priority.

1.2. The level crossing is currently closed an average of 8 times per hour during the day with an average total closure time of 35 minutes per hour. This resulted in heavy goods vehicles waiting at the level crossing blocking the A142 and all traffic being caught in queuing at various times during the day. In addition, Network Rail's proposals for upgrading the Felixstowe to Nuneaton Freight Route which passed through Ely, indicated that there would be a possible 18 additional freight trains per day by 2014 which could increase level crossing closure times by between 4 to 6 minutes per hour, bringing a potential closure time to an average of 40 minutes per hour.

1.3. A seminar / workshop was held in Ely 2011, which included representatives of the County, District Council and City of Ely Councils, Network Rail and major stakeholders. Various options were discussed with the following 5 options (shown on **Plan 1**) considered worthy of further assessment:

- Bypass Route B
- Bypass Route D -
- Increasing headroom at the underpass
- HCV Stacking Areas
- HCV Queuing Lane

1.4. Consultation on the options was undertaken in Autumn 2011. Eighty one percent of the 1700 replies supported route option B. An outline appraisal of the options using criteria agreed at the seminar also showed that the bypass proposal would provide the best solution.

1.5. Further work to assess the shortlisted options and develop Option B was approved by Cabinet in Jan 2012. In Sept 2012 Cabinet was updated and approval given to develop Option B to the planning application stage. As part of this work, further consultation on Option B was undertaken in Feb/March 2013. This again showed strong public support. Below is a breakdown of this consultation response:

Support	Number	Percentage
Yes	152	61.78%
No	60	24.39%
Unsure	34	13.82%
Total	246	100%

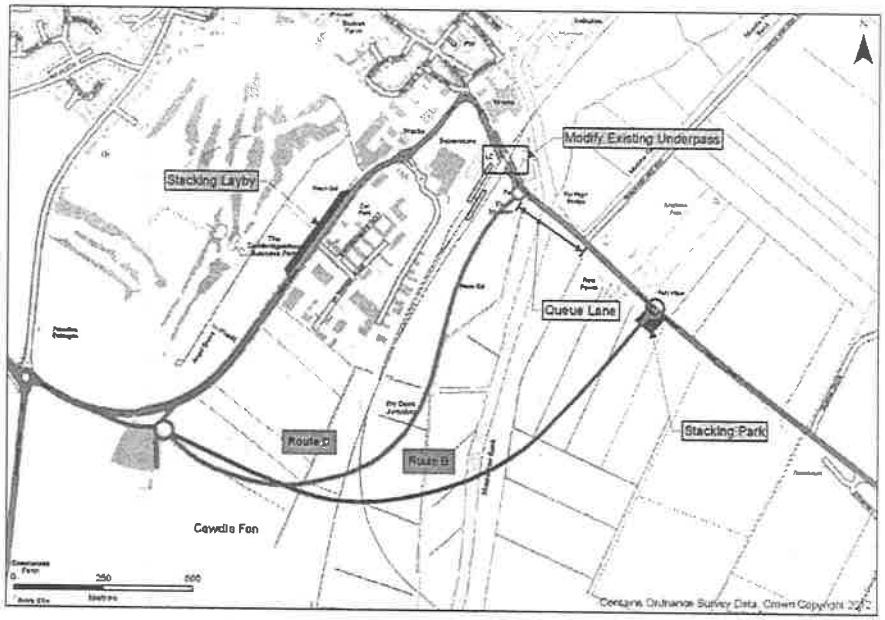
1.6. Option B proposes a 1.7km long single carriageway bypass. It contains two structures – a viaduct over the river and flood plains and a two span bridge over the Cambridge and Newmarket railway lines. The cost is **£30.7m**.

1.7. This scheme will allow the crossing to be closed and result in local traffic redistribution, thus removing traffic from the sensitive station area. However, it will have a significant negative impact on the setting of Ely Cathedral in particular where the alignment crosses the River Ouse. This is the key area of objection, from English Heritage. which is discussed in the Issues and Risks section

1.8. Work to prepare the planning application has continued and the submission is nearing completion. More detail on programme, issues and risks and the visual impact and mitigation are discussed later in the Project Board notes.

1.9. Cabinet papers, the Options appraisal report and consultation material is available as background documents.

Plan 1
Shortlisted options to resolve Ely Crossing issues.



2. Programme and Process

2.1. The project has been developed using established national criteria (Green Book) for schemes of this nature. Attention to the impact on local tourism was also included. The development could be considered as a ten work streams.

- Identification of project aims
- Initial options evaluation and business case
- Development of preferred option – including preliminary design and consultation
- Planning application process
- Orders process (CPO,SRO & Navigation)
- Public Inquiry
- Detailed design
- Procurement
- Construction
- Post construction evaluation

2.2. Figure 1 shows a high level programme.

2.3. The project has used a full early contractor involvement (ECI) model. Jacksons Civil Engineering (one of the CCC major framework contractors) have been used to supplement the consultants experience in specific areas such as buildability, procurement and the evaluation of project risks.

3. Finance

3.1. At current prices, the scheme cost is estimated at £30.7million. A broad breakdown on cost is as follows:

Work Type	Est Cost
Preparatory work up to planning application	1,666,000
Detailed design	530,000
Land and Property	244,000
Site supervision	566,000
Construction	19,800,000
Construction risk	5,800,000
Optimism bias	2,170,000
Total	**30,776,000**

3.2. The County Council's forward business plan shows prudential borrowing of £30.7m and assumes that this is repaid by County Council revenue. However the scheme has been brought forward on the expectation that some or all of the funding would be obtained from other sources, which will reduce the future repayments.

3.3. Funding currently identified includes informal offers of £5million each from East Cambridgeshire District Council and Network Rail.

3.4. The Local Transport Board Major Scheme bid has now been confirmed an allocation of.£6 million.

3.5. Currently £14.78 million is needed to meet the cost of the scheme.

3.6. Network Rail has indicated that it may make its contribution early to the scheme, which would therefore reduce the amount of early borrowing required.

3.7. Work is ongoing to explore additional potential sources of funding.

4. Procurement.

4.1. To highlight procurement issues a procurement options meeting was held with consultants and the ECI contractors in April. A further internal officer meeting was held to review the outcome of that meeting.

- Design and Build
- Traditional tender process

The design and build model allows a contractor to exercise greater flexibility in the design and methods of construction, whereas the traditional approach provides a more prescriptive contract management and outcomes.

4.2. In conclusion, whilst it was recognised that there are always going to be a number of contractor design elements such as safety fencing and temporary form work, in general the it was felt that in this case that the specific design detail required to secure a successful planning application would present very limited benefits to the county for using a design and build contract.

4.3. However, it is estimated that six months work remains to finalise all the detailed design to contract documents issue stage. This work is estimated to cost of £530k. A review of this estimate is underway and is expected to be updated in early September.

4.4. Discussion on the procurement strategy is invited.

5. Issues and Risks

5.1. Attached is the working risk register. The current key high level risks for discussion are;

- English Hertitage objection to project on heritage grounds and call in based upon the viable alternative of underpass improvements.
- Programme risk against cost risk for commencing detailed design before planning consent is given
- Network Rail agreements, Crossrail implications for possessions.
- Funding viability
- Counsel advise on support from Network Rail
- Programme slippage

5.2. Visualisations and photomontages will be presented at the meeting to inform discussion on the first bullet point.

APPENDIX 6

ELY SOUTHERN BYPASS-PROCUREMENT STRATEGY

1 Background

On the basis of advice taken from a contractual expert and lessons learned from the Guided Busway Delivery review, procurement using a two stage ECI Design and Build Contract with target price was approved by the E and E committee in November 2014. The committee recognised the need to learn from the experience of the Guided Busway contract and that this contractual arrangement would ensure a reasonable level of cost certainty throughout the process and apportion the risk appropriately. The report outlined a provisional programme for procurement of the design and construction of Ely Southern Bypass.

PROVISIONAL PROGRAMME AT NOV 2014

• Selection form of contract	Nov 2014
• Tender preparation	Dec- May 2015
• Tender period	Jun - Dec 2015
• Award contract	Dec 2015
• Detailed design and construction	Jan 2016-Nov 2017

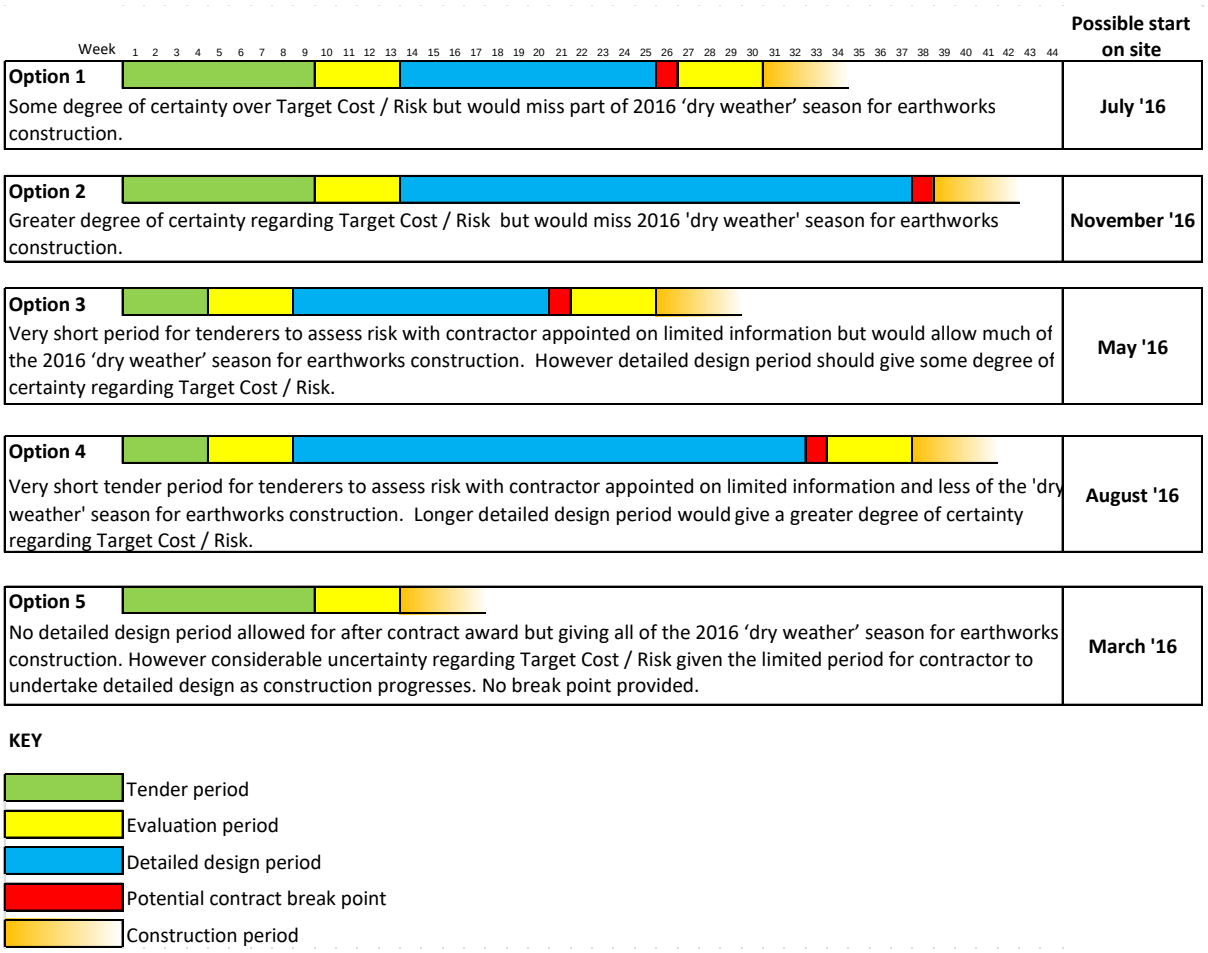
The preparation of the tender required specialist expertise that would normally be provided through the Highway Services Contract, but the provider declined to undertake the work as preparing the contract tender would preclude them from bidding for the main contract. An additional procurement exercise was therefore undertaken to secure this expertise in contract preparation. Despite limited interest in this element of work from the industry, an appointment was made and the tender documents are close to completion.

A change in procurement regulations, requiring a full set of contract documents to be available at the Pre-Qualifying Questionnaire (PQQ) stage, rather than at the tender stage, has also extended the programme as the process of preparing the works information can no longer run in parallel with the PQQ.

2 Procurement Strategy

As part of the tender preparation the consultant has been asked to advise on procurement strategy, bearing in mind the committee's view on learning from previous contracts and the need to identify and apportion risk appropriately. Five potential timescales for procurement were developed, ranging from a minimum time to comply with legal requirements to longer periods to allow contractors to fully understand the scheme, to produce target prices that provide the highest level of confidence at both the award of tender and at the breakpoint after detailed design which would help to minimise cost risk. The diagram below shows various options with a broad summary of the pros and cons :

Procurement options-time lines



The tender period is the time when potential contractors will consider the scheme detail in the tender documents and develop target costs for the detailed engineering design and provide an estimated target cost for construction based on this information. When the detailed design is completed and methods of construction are developed, the construction target cost is revised and, subject to approval, construction allowed to commence.

Advice from the consultant preparing the contract has suggested that a 9 week tender process followed by a six month design period would provide the highest degree of certainty (option 2) and is recommended.

3 PROJECT BOARD VIEW

The procurement strategies were considered at the Project Board, where the members of board considered the speed of delivery to be of primary importance and risk in cost uncertainty was off-set by the benefit of possible early delivery. To this end, members of the Board proposed a shorted tender period of 5 weeks and detailed design period of 3 months.

Risks in undertaking a shortened process were highlighted to the members and it was agreed that a view of this proposal was sought from the consultants.

4 COMMENTS ON SHORTENED PROCUREMENT PROCESS AND DETAILED DESIGN PERIOD.

Consultant's comments

The comments in response to the Board's reduced procurement schedule are shown below:

Pros

- Programme would allow much of the 2016 'dry weather' season for earthworks construction.

Cons

- 5 week tender period is a very short tender period for tenderers to review and take on board the plethora of scheme information that would accompany the tender. (Given that all Contract Document information is made available at PQQ stage, Contractors could take the opportunity to get up to speed with the project 'at risk').

- Insufficient time within the tender period for start-up workshop, mid-tender submission & workshop, and risk allocation clarification as proposed in WYG's preferred procurement option. (WYG's understanding is that CCC has been advised to adopt the 'Welsh Model' (recommended by the reviewer of the CGB delivery) in future tenders given 'issues' in the past - a 5 week tender period is insufficient time for this process).

- A 5 week tender period would mean that CCC would be appointing a contractor based on very limited information. The intention with WYG's preferred procurement option is that Contractor's would undertake some design work during the tender period, and responsibility for 'risk' would be largely clarified during the tender period. Contractors would submit a detailed design fee together with a budget construction cost estimate at the end of the tender period. The construction budget cost estimate would then form the basis for Target Cost 'negotiations'. A 5 week tender period is insufficient for a contractor to undertake an appropriate amount of design work, which is likely to result in a significant amount of risk being incorporated within their construction budget cost estimate. Some contractors might decide not to submit a tender given the short tender period.

- Contractors may wish to 'move the goalposts' at Target Cost stage in the event that their budget cost estimate at tender stage was low compared to the 'actual' construction cost of the scheme.

- A 5 week tender period would not allow time for a Contractor to assess alternative construction methods that might result in cost savings, especially with respect to structures.

- Compared with WYG's preferred procurement option, a 5 week tender period and 3mth detailed design period increases the risk of failing to obtain Network Rail

acceptance of the Railway Bridge design and the risk of failing to agree Railway Possessions required to facilitate construction.

- A 6 month detailed design period would be preferable to a 3 month detailed design period to allow a contractor more time to assess alternative construction methods, undertake additional ground investigation (if necessary) and prepare an 'accurate' detailed design. (A 3 mth design period is considered an absolute minimum for a project akin to Ely Southern Bypass).

In addition we have contacted contractors who have previously expressed an interest to CCC in tendering for the Ely Bypass scheme, and received the following feedback:

- A 5 week tender period is too short. A minimum tender period of 8 weeks would be expected for a scheme of this nature.

- It will be difficult for CCC to compare budget construction costs obtained from contractors at tender stage given that they would have differing approaches to allocation of risk. (Contractor's would have to 'take a view' on risk given the limited amount of design that could be undertaken during a 5 week tender period).

- Contractors would wish to undertake their own Ground Investigation (GI) for the scheme to fill in 'any gaps' in GI provided by CCC given that they would be responsible for design of the scheme. (A 3 month period is not enough time to undertake additional GI and complete a detail design for pricing).

Given the above, in the event that the Project Board decides to proceed with contract procurement for Ely Bypass based on a 5 week tender period and a two week tender evaluation period, we would strongly recommend that they allow a 6mth design period to allow the contractor time to prepare an 'accurate' detailed design to mitigate potential risks during construction.

LGSS Procurement officers' comments

The procurement process is run through the LGSS procurement team who continue to provide advice in formatting the PQQ and tender documents and the suggested tender timescale has been discussed. The comments are summarised below:

Although the legal minimum tender period is 28 days, the EU procurement regulation requires that a reasonable tender period is afforded to bidders. It was felt that for a contract of this value and scope a tender period of 8-10 weeks would be considered reasonable and expected. Along with the pricing difficulties highlighted above, less than 8-10 weeks is likely to result in requests for extensions in time, which it was considered would be difficult to resist. Refusal to allow additional time may give rise to legal challenge.

5 SUMMARY AND COMMENTS

Consultant's advice, LGSS procurement and contractors' comments all confirm that a 5 week tender period is insufficient for the detail of the scheme to be adequately

considered to enable a reliable target cost for construction to be submitted at the tender stage. An extension to the tender period being requested is likely and legal challenge possible. Both of these events would extend the procurement stages for undetermined periods of time. Allowing a reasonable tender period (at least 8 weeks) would mitigate against these risks.

Three months is considered by the consultant to be the absolute minimum detailed design period, but is still considered limited with respect to allowing the appointed contractor to complete the necessary design work and establish construction methodology to provide a reliable confirmed target price. However, it is expected that design work will be undertaken in the tender period so this may provide some scope to reduce the design period from 6 recommended months and a design period of 4 months offers some compromise. A 3 month design period carries the risk that a contractor will seek additional time for the design if the programme is unachievable.

The NEC contract and ECI arrangement in particular, promotes a cooperative approach between contractual parties. Establishing a good relationship with the supplier will be fundamental to successful delivery and placing unrealistic requirements on a contractor from the outset risks developing such a relationship. This can lead to contractual disagreements and difficulty in resolving them.

The estimated construction programme is between 12-18 months, but this will depend on the design detail and construction methodology used by the successful contractor. For the purposes of estimating dates, 18 months has been generally used as the longest likely construction period. Allowing sufficient time in the tender and design periods will allow the contractor opportunity to explore and adopt the most efficient delivery method, providing greater opportunity to minimise construction time.

Allowing an 8 week tender period and a 4 month design period would potentially result in construction being completed in early 2018. If the construction period is reduced to 16 months delivery would be completed late in 2017, in line the provisional programme from November 2015.

On the basis of the comments from the consultant, the Procurement Team and comments from contractors there is a significant increase in risk both in cost and delivery time as issues that may have been identified with during the tender and detailed design phases, are arise and require resolution during the construction period.

Appendix 7

Background - Life Cycle of the Project

- On 13th December 2011, a report was taken to Cabinet outlining proposals to relieve congestion at the A142 level crossing at Ely. This outlined the 5 options which had been considered at a seminar in Ely on 9th July 2011, which included representatives from Cambridgeshire County Council, the District Council, the City of Ely Council, Network Rail and 'major stakeholders'. The report highlighted that an outline appraisal had been undertaken, as well as a public consultation, and that at this stage, the preferred option was Bypass Route B, with an estimated initial cost of £28 million. The only reference to funding at this time was that funding options were being considered from a number of sources. At this meeting Cabinet approved the development of a design and evaluation towards the submission of a planning application for the preferred route, Option B.

- The next report Cabinet received on Ely Crossing was on 17th September 2012. This report detailed the results of the Options Assessment Report (OAR) which was developed for all the possible schemes, following the previous Cabinet meeting. This report also explained that the Enterprise Growth and Community Infrastructure Overview and Scrutiny committee had considered the OAR and recommended that Cabinet should proceed to Option B. At this stage, Cabinet approved the submission of a planning application for Option B (Bypass Route B). The costs of the project at this stage were stated in the report to Cabinet as £30.7m, with the OAR stating an outturn cost of £29.2m. The planning application was unanimously approved at the Council's Planning Committee on 8th September 2014.

- The next report on the project was to the Economy and Environment committee on 25th November 2014. This report outlined that planning had been approved for the project and stated that "*on the basis of advice taken from contractual experts and lessons learned from the Guided Busway delivery review, it is recommended that a two stage ECI Design and Build Contract with a target price is adopted to ensure reasonable level of cost certainty and apportioning of the risk appropriately."* Minutes from the meeting detail that it approved the procurement of the detailed design and construction of the Ely Southern Bypass through Early Contractor Involvement Design and Build Contract. This meeting also approved the establishment of a project board and included the appointment of two Members to the board. These appointments were confirmed at the 13th January 2015 Economy and Environment Committee.

- The costs of the project were also discussed in the November 2014 Committee Report. It explained that, subject to construction inflation, the cost of the project was estimated at £35m at 2015 prices. It also details that, at this stage, funding of £6m had been secured by the Local Transport Body, and that Network Rail had offered £5m. A further bid for £16m had been made to the Growth Deal Fund and the draft business plan included prudential borrowing of £25m.

- In May 2016, a Major Scheme Business Case was developed by SKANSKA for the Ely Bypass. The Financial Case within the Business Case detailed the expected costs of the project as £32.21m, though with the inclusion of an optimum bias of 15%, this figure was adjusted by £4.83m to £37.05m. This was developed and provided to the Department for Transport as it was required to secure the Growth Deal Funding for the project.

- The next report presented to the Economy and Environment Committee was presented on 14th July 2016. This detailed the procurement process which was undertaken, the outcome of the procurement process and requested Committee approval to award the contract to the provider, subject to securing Department of Transport Growth Deal funding of £16m. Further detail on the procurement process undertaken can be found in section 5.1 of this report. At this stage, the Committee approved the award of the Design and Construction contract to the preferred bidder, Volker Fitzpatrick. The Committee also at this stage made the decision to delegate the decision to commence the second stage of the contract, the construction stage, to the Executive Director of Economy and Environment (now Place and Economy) in consultation with the Chairman and Vice Chairman of the Economy and Environment Committee. This delegation of power was to be in line with the report which detailed the following:

  "It is possible that the post-design construction Target Price will vary from the current construction Target Price submitted as part of the tender as a result of development of the engineering detail and the clarification of construction methods. Given the aspiration to deliver the scheme as quickly as possible, it is proposed that the agreement of the construction Target Price and commencement of construction is delegated to the Executive Director - Economy Transport and Environment, in consultation with the Chair and Vice Chair of the Economy and Environment committee unless the post-design Target Price is significantly higher than the tendered construction price. If the construction target price is significantly higher, then the decision to trigger construction will be referred back to committee."

  In line with the decision from the Economy and Environment Committee, Volker Fitzpatrick, whose tender bid set a total target price for Stage one and Stage two (design and construction) at £23,784,278.65, was awarded the contract and began undertaking stage one of the project.

- By the end of the 16 week stage one, the construction (stage 2) target cost had increased to £27,470,909.33, some £3,686,630.68 and 15.5% higher than the tendered price, with total scheme costs totalling £35,999,262.61. This target cost had built in a total of £300,000 for Risk, and at this stage the Bill of Quantities used to make up the target cost outlined £345,000 of risk outside of the Target Cost.

- A paper was submitted by Team Leader – Highways Projects to the Executive Director of Place and Economy, which highlighted the change in target cost. It also stated that, despite the increase, the total costs of the project were still expected to come in just under the £36m allocation for the Project in the 2017-22 Business Plan. The report did highlight that *"as in all construction projects, there are likely to be unforeseen issues that*

can impact of the outturn cost. The current estimate of cost against budget leaves limited contingency to take account of these unforeseen events. It may be worth considering whether a sum for contingencies should be sought through the Business Planning process".

- This paper recommended that approval is given to commence construction, starting on site on 9th January 2017. This decision was agreed on by the Executive Director of Place and Economy and the Chair and Vice Chair of the Economy and Environment Committee in line with their delegated approval given by the Economy & Environment Committee..

- To reflect the possible price increase, the following was included in the Economy, Transport and Environment Services Finance and Performance Report for the May 2017 Economy and Environment Committee:

  "Ely Southern Bypass: The phasing of the work is being reviewed due to issues with service diversions as well as the profile of expenditure and any impact on costs. Once the outcome of this work is finalised it will be reported and reflected in the forecast position."

- As construction work was undertaken on the project, the target cost continued to increase. This is first noted in the September 2017 Project Board minutes, though no figures are detailed. The Project Board was informed on the increase to the Target cost for construction, and the overall cost of the project at the November meeting. This explained that final Stage Two Costs were estimated to be £37,294,166 at this stage, taking the total costs of the project to £47,426,770.

- The Report 'Ely Southern Bypass – Costs and Additional Funding Requirement' was submitted by the Executive Director of Place and Economy to the Economy and Environment Committee on 12th April 2018. This explained to the Committee that the expected costs of the project had increased to £48,910,380. The Committee noted the increased costs and requested General Purpose Committee to allocate the additional funding of £13m to complete the Scheme.

- The additional £13m in funding was approved at the General Purposes Committee on 29th May 2018.

ECONOMY AND ENVIRONMENT COMMITTEE AGENDA PLAN, TRAINING AND ANY APPOINTMENTS TO OUTSIDE BODIES AND INTERNAL ADVISORY GROUPS AND PANELS

To:	**Economy and Environment Committee**
Meeting Date:	**17th October 2019**
From:	**Chief Executive**
Electoral division(s):	**All**
Forward Plan ref:	**Not applicable** *Key decision:* **No**
Purpose:	**To review the Committee's agenda plan, suggest any additional training required and to consider any appointments required to be made to outside bodies and internal advisory groups and panels.**
Recommendation:	**It is recommended that the Economy and Environment Committee:**

(a) Review its agenda plan attached as the Appendix to this report.

(b) Consider if any additional training is required for the Committee.

(c) Agrees any appointments to outside bodies or Internal Advisory Groups and Panels that may be brought to the attention of the Committee requiring an appointment received after the publication of this report.

	Officer contact:		***Member contacts:***
Name:	Rob Sanderson	Names:	Councillors Bates & Wotherspoon
Post:	Democratic Services Manager	Post:	Chairman/Vice-Chairman
Email:	Rob.sanderson@cambridgeshire.gov.uk	Email:	Ian.Bates@cambridgeshire.gov.uk Timothy.Wotherspoon@cambridgeshire.gov.uk
Tel:	01223 699181	Tel:	01223 706398

1. BACKGROUND

1.1 The Economy and Environment Committee has previously reviewed its agenda plan and training plan at every meeting.

Committee Plan

1.2 Appendix 1 sets out the current agenda plan for Committee review.

Training Plan

1.3 The training plan for the Committee has been completed and is therefore no longer included. The Members of the Committee are invited to consider / make suggestions for any further training they think they might require.

Outside Bodies and Internal Advisory Appointments

1.4 None were required at the time of this report's publication. Should any arise between publication of the agenda and the meeting, they will be brought to the Committee's attention.

2. ALIGNMENT WITH CORPORATE PRIORITIES

2.1 A good quality of life for everyone

There are no significant implications for this priority.

2.2 Thriving places for people to live

There are no significant implications for this priority.

2.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

3. SIGNIFICANT IMPLICATIONS

3.1 There are no significant implications within these categories:

- Resource Implications
- Procurement/Contractual/Council Contract Procedure Rules Implications
- Statutory, Legal and Risk Implications
- Equality and Diversity Implications
- Engagement and Communications Implications
- Localism and Local Member Involvement
- Public Health Implications

Implications	**Officer Clearance**
Have the resource implications been cleared by Finance?	Not applicable
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?	Not applicable
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Not applicable
Have the equality and diversity implications been cleared by your	Not applicable

Service Contact?	
Have any engagement and communication implications been cleared by Communications?	Not applicable
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Not applicable
Have any Public Health implications been cleared by Public Health	Not applicable

Source Documents	**Location**
None	

ECONOMY AND ENVIRONMENT POLICY AND SERVICE COMMITTEE AGENDA PLAN	Updated 30th September 2019 Published 1st October 2019	**Appendix**

Notes

Committee dates shown in bold are confirmed.
Committee dates shown in brackets and italics are reserve dates.

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

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

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

Draft reports are due with the Democratic Services Officer by 10.00 a.m. eight clear working days before the meeting.
The agenda dispatch date is six clear working days before the meeting.

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
17/10/19	Alconbury Weald and Grange Farm Planning Applications	Colum Fitzsimons	Not applicable	**04/10/19**	**08/10/19**
	Cambridgeshire and Peterborough Minerals and Waste Local Plan – Submission Plan	Ann Barnes / Andy Preston	Not applicable		
	Royston to Granta Park Strategic Transport & Growth Study (A505) – Establishment of a Member Steering Group	Karen Kitchener / Andy Preston	Not applicable		
	Risk Register Review	Steve Cox	Not applicable		
	Internal Audit Report - Ely Bypass	Duncan Wilkinson / Graham Hughes	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Annual report on the Shared Trading Standards Service	Peter Gell	Not applicable		
	Business Planning a) Capital b) Revenue	Steve Cox	Not applicable		
	Finance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
14/11/19	Transport Investment Plan (TIP)	Cat Ratangye / Andy Preston	Not applicable	**01/11/19**	**05/11/19**
	Finance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
	Agenda Plan	Democratic Services	Not applicable		
05/12/19	Highways Response to West Cambridge Master Planning Report	David Allatt	2019/008	**22/11/19**	**26/11/19**
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
	Performance Report	Business Intelligence			
	Finance Report	Sarah Heywood / David Parcell	Not applicable		
	Business Planning	Steve Cox	Not applicable		

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
	Agenda Plan	Democratic Services	Not applicable		
16/01/20	Integated Transport Block (ITB) Funding Allocation	Elsa Evans / Andy Preston	Yes	**03/01/20**	**07/01/20**
	Risk Register Review	Steve Cox	Not applicable		
	Finance Report	Sara Heywood	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
06/02/20 (reserve date)				**24/01/20**	**28/01/20**
05/03/20	Performance Report	Business Intelligence	Not applicable	**21/02/20**	**25/02/20**
	Finance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
23/04/20	Finance Report	Sarah Heywood / David Parcell	Not applicable	**08/04/20**	**14/04/20**
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		
28/05/20	Finance Report	Sarah Heywood / David Parcell	Not applicable		
	Economy and Environment Committee Agenda Plan, Training Plan and Outside Appointments	Rob Sanderson Democratic Services	Not applicable		