



# Public Document Pack

## Cambridge City Council

### ENVIRONMENT SCRUTINY COMMITTEE

**To:** **Councillors** Ward (Chair), Kightley (Vice-Chair), Herbert, Kerr, Newbold, Pogonowski, Saunders, Tunnacliffe and Znajek

**Alternates:** **Councillors** Shah, Marchant-Daisley and Wright

#### **Executive Councillors**

Environmental and Waste Services, Councillor Pitt  
Climate Change and Growth, Councillor Blair

*Despatched: Thursday 23<sup>rd</sup> September 2010*

**Date:** Tuesday, 5 October 2010

**Time:** 9.30 am

**Venue:** Committee Room 1 & 2 - Guildhall

**Contact:** Toni Birkin

**Direct Dial:** 01223457086

### AGENDA

#### **1 APOLOGIES**

To receive any apologies for absence.

#### **2 DECLARATIONS OF INTEREST**

Members are asked to declare at this stage any interests that they may have in an item shown on this agenda. If any member of the Committee is unsure whether or not they should declare an interest on a particular matter, they should seek advice from the Head of Legal Services **before** the meeting.

#### **3 MINUTES** (*Pages 1 - 26*)

To approve the minutes of the meeting held on 22<sup>nd</sup> June 2010 as a correct record. (*Pages 1 - 26*)

#### **4 PUBLIC QUESTIONS (SEE INFORMATION AT THE END OF THE**

## **AGENDA)**

Scrutiny Committee members will be invited to comment on the key decisions shown below. The relevant Executive Councillor will be present at the meeting and, following consideration by the committee, will make a decision taking into account the Committee's comments. The non-key decisions have been referred to the committee for scrutiny before the Executive Councillor makes a decision.

### Items for decision by the Executive Councillor, without debate

These Items will already have received approval in principle from the Executive Councillor. The Executive Councillor will be asked to approve the recommendations as set out in the officers report.

There will be no debate on these items, but members of the Scrutiny Committee and members of the public may ask questions or comment on the items if they comply with the Council's rules on Public Speaking set out below.

### Items for debate by the Committee and then decision by the Executive Councillor

These items will require the Executive Councillor to make a decision after hearing the views of the Scrutiny Committee.

There will be a full debate on these items, and members of the public may ask questions or comment on the items if they comply with the Council's rules on Public Speaking set out below.

## **DECISIONS FOR THE EXECUTIVE COUNCILLOR FOR ENVIRONMENTAL AND WASTE SERVICES**

**Item for decision by the Executive Councillor, without debate**

**5 REPLACEMENT OF AIR QUALITY MONITORING EQUIPMENT** (*Pages 27 - 34*)

## **DECISIONS FOR THE EXECUTIVE COUNCILLOR FOR CLIMATE CHANGE AND GROWTH**

**Item for decision by the Executive Councillor, without debate**

**6 WULFSTAN WAY LOCAL CENTRE ENVIRONMENTAL IMPROVEMENT PROJECT** (*Pages 35 - 44*)

**Items for debate by the Committee and then decision by the Executive Councillor**

**7 PROCUREMENT OF CONSTRUCTION SERVICES** (*Pages 45 - 50*)

- 8 **BUS SHELTER FRAMEWORK CONTRACT** *(Pages 51 - 54)*
- 9 **DRAFT APPRAISAL FOR TRUMPINGTON CONSERVATION AREA**  
*(Pages 55 - 114)*
- 10 **PAYMENT PROCESSING SERVICES FOR THE CAR PARKS** *(Pages 115 - 118)*
- 11 **STRATEGIC PLANNING FOR CAMBRIDGESHIRE - JOINT POSITION STATEMENT** *(Pages 119 - 126)*
- 12 **LAA PERFORMANCE REPORT 2009/10 - ENVIRONMENTAL SUSTAINABILITY STRATEGIC PARTNERSHIP** *(Pages 127 - 136)*
- 13 **PUBLIC ART PROJECT - UPPER RIVER CAM BIODIVERSITY PROJECT** *(Pages 137 - 168)*

#### **DECISIONS BY EXECUTIVE COUNCILLORS**

The following records of decisions are reported to the scrutiny committee

- 14 **REVISION TO CONCESSIONARY FARES AGREEMENT WITH CAMBRIDGESHIRE COUNTY COUNCIL** *(Pages 169 - 172)*
- 15 **BYRON'S POOL FISH PASS PROJECT** *(Pages 173 - 178)*

## ***Information for the public***

### **Public attendance**

You are welcome to attend this meeting as an observer, although it will be necessary to ask you to leave the room during the discussion of matters which are described as confidential.

### **Public Speaking**

You can ask questions on an issue included on either agenda above, or on an issue which is within this committee's powers. Questions can only be asked during the slot on the agenda for this at the beginning of the meeting, not later on when an issue is under discussion by the committee.

If you wish to ask a question related to an agenda item contact the committee officer (listed above under 'contact') **before the meeting starts**. If you wish to ask a question on a matter not included on this agenda, please contact the committee officer by 10.00am the working day before the meeting. Further details concerning the right to speak at committee can be obtained from the committee section.

Filming, recording and photography at council meetings is allowed subject to certain restrictions and prior agreement from the chair of the meeting.

Requests to film, record or photograph, whether from a media organisation or a member of the public, must be made to the democratic services manager at least three working days before the meeting.

### ***Fire Alarm***

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## ENVIRONMENT SCRUTINY COMMITTEE

22 June 2010  
9.30 am - 12.55 pm

**Present:** Councillors Ward (Chair), Kightley (Vice-Chair), Herbert, Pogonowski, Saunders, Kerr, Newbold and Znajek

**Also Present:** The Executive Councillor for Climate Change and Growth, Councillor Blair  
Executive Councillor for Environmental and Waste Services, Councillor Pitt

**Officers present:** Simon Payne, Director of Environment and Planning  
Toni Ainley, Director of City Services  
Jas Lally, Head of Environmental Services  
Richard Wesbroom, Accountant  
Dave Roberts, Head of Policy and Projects  
John Preston, Historic Environment Manager  
Simon Chubb, Climate Change Officer  
Toni Birkin, Committee Manager  
Guy Belcher, Nature Conservation Projects Officer.  
Clare Rankin, Cycling and Walking Development and Promotion Officer

### FOR THE INFORMATION OF THE COUNCIL

#### 10/33/ESC Apologies

Apologies were received from Councillor Tunnacliffe (Councillor Shah present as alternate).

#### 10/34/ESC Declarations of Interest

<b>Councillor</b>	<b>Agenda Items</b>	<b>Interest</b>
Pogonowski	6	Personal. Members of Cambridge Cycle Campaign
Saunders	6, 16, 17, 18, 19, 20	Personal. Members of Cambridge Cycle Campaign

Shah            7                    Personal. Provides accountancy services to some taxi drivers

### **10/35/ESC Minutes**

The minutes of the meeting of the 16<sup>th</sup> March 2010 and the special meeting of the 27<sup>th</sup> May 2010 were approved as correct records.

### **10/36/ESC Public Questions (See information at the end of the agenda)**

**David Wratten spoke on behalf of CCLT** addressed the committee regarding agenda items 7 and 8.

#### **Item 7**

Drivers who have recently changed their vehicles feel that the proposed changes will penalise them unfairly and would ask that they be not charged the new rates until they replace their vehicles. Taxis providing wheelchair access have no choice but to use larger vehicles and will be hit by the higher emissions charge. Current low emissions vehicles cannot cope with the mileage over the expected lifetime of a taxi.

There is insufficient space on existing ranks and drivers are forced to drive around creating more pollution.

Buses are responsible for a much higher proportion of the pollution in the City than Taxis. As the Transport Act covers both Taxis and cars, will they also face higher charges?

If city private hire cars choose to register with South Cambs, the City will lose fees and have no control over vehicles operating in the City.

South Cambs have 20 test centres compared to only one in the City.

The Taxi trade is anxious to work with City and County Councils to sort out the problem of rank spaces and restrict the number of taxis operating in the area.

#### **Item 8**

The taxi trade in Cambridge do not want the shared taxi scheme for the following reasons:

- Less work for taxis
- More waiting and ranks are limited for taxis to wait for additional passengers
- Increased numbers of journeys of taxis going round, waiting to get on ranks
- People use taxis for a variety of reasons and if they wanted to use shared transport, they would use a bus.
- Elderly customers say it is a treat to take a taxi, so do so once in a while
- Business people use taxis as meeting rooms

We need more rank space and a limit on the number of taxis, which would then make this an option.

While the council says it is Party Policy they believe in free trade even though it is causing these problems in the City regardless of how many attempts over the last 3 years from the trade to resolve this problem.

Other UK cities with the same problems have relimited within the last 6-12 months including Cardiff, Reading, South Tyneside, Grimsby, Birmingham and Southend.

The County Council have said that there is limited room for more ranks and therefore the numbers of cabs needs controlling – with controlled growth, reviewed every 3 years.

**John Riley spoke on behalf of CHCDA** also addressing the committee regarding agenda items 7 and 8.

He supported the comments made by Mr Wratten. He stated that given that all internal combustion engines are heavy polluters would it not be a simpler solution to stop issuing plates then allowing the size of the fleet to be reduced through natural wastage. Encouraging a change to hybrid vehicles when they could be combined with making more rank space available to avoid driver circling the City, and adding as much as 40 miles per day looking for a space.

### **Response from Cllr Pitt**

Cllr Pitt thanked the speakers for their contributions. He suggested that reducing the number of taxis might put drivers out of work or force them to become private hire vehicles which would be unhelpful. However, he agreed

that penalising drivers who have recently changed vehicles appears to be unfair and will take this into account.

There are issues around buses and there is on-going work with the County and the bus operators to look at ways to improve air quality.

The number of testing stations is a geographical issues and as South Cambs covers a much larger area, having a number of testing stations is necessary. The situation in the City is different.

Cllr Pitt will ask officers to examine the taxis as buses issue but drivers will not be forced to take part in this. If there is no willingness or demand for this, the scheme will be abandoned. The success of such a scheme would be dependent on it being beneficial to both the provider and user of the service.

David Wratten responded that driver were unhappy about being expected to pay for consultation for something they did not ask for and do not want.

The Head of Environmental Services confirmed that all cost related to the Taxi service are recoverable via the taxi fees. He also confirmed that an Equality Impact Assessment would be done and that future trends would be covered by the consultation.

### **10/37/ESC Change to Agenda Order**

Under paragraph 4.2.1 of the Council Procedure Rules, the Chair used his discretion to alter the order of business. However, for ease of the reader, these minutes will follow the order of the agenda.

### **10/38/ESC Key Decision - 2009/10 Revenue and Capital Outturn, Carry Forwards and Significant Variances**

#### **Matter for Decision:**

This report presents a summary of the 2009/10 outturn position (actual income and expenditure) for services within the Environmental & Waste Services portfolio, compared to the final budget for the year. The position for revenue and capital is reported and variances from budgets are highlighted, together with explanations. Requests to carry forward funding arising from certain budget underspends into 2010/11 are identified.



**Decision of Executive Councillor for Environmental and Waste Services:**

Agreed:

- a) The carry forward requests, totaling £1,930 as detailed in Appendix C, are to be recommended to Council for approval.
- b) To seek approval from Council to carry forward capital resources to fund rephased capital spending of £150,000 from 2009/10 into 2010/11 as detailed in Appendix D.

**Reason for the Decision:**

As set out in the report.

**Any alternative options considered and rejected:**

N/A

**Scrutiny Considerations:**

The Accountant presented the report to members.

The Scrutiny Committee considered and endorsed the recommendations in the report by a vote of 6 to 0.

The Executive Councillor for Environmental and Waste Services approved the recommendations.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted):

N/A

**10/39/ESC Key Decision - Madingley Cycle Scheme**

**Matter for Decision:**

The Madingley Road project is part of the Cycle Cambridge programme and aims to improve the existing poor provision for cyclists along Madingley Road. This corridor has been identified as a priority for funding from the Joint Funded

Capital Cycleways budget and so it is proposed that £150,000 from the 2009/10 budget is put towards this project in addition to the £250,000 from the Western Area Corridor Transport Plan.

### **Decision of Executive Councillor for Climate Change and Growth:**

#### **Agreed:**

To note the details of the Madingley Road project as set out in this report at paragraph 3.3 of the report, and to agree to a contribution of £150,000 towards the project.

#### **Reason for the Decision:**

Madingley Road is an important radial route for cyclists and was identified as one of the radial routes which should be improved at the November 2002 Cambridge Environment and Transport Area Joint Committee as part of the Joint-funded Cycleways programme. This project could not subsequently be progressed due to issues with potential bus priority schemes on Madingley Road and implications arising from the Transport Innovation Fund proposals for the northwestern quadrant of the City. Cambridgeshire County Council have now decided that a bus priority scheme will not be pursued further east along Madingley Road and that the proposed cycle improvement scheme should not affect any future works undertaken as part of the Transport Innovation Fund.

#### **Any alternative options considered and rejected:**

N/A

#### **Scrutiny Considerations:**

The Cycling and Walking Development and Promotion Officer presented the item. Members were keen to make the best use of Cycle England money available to the City. Members were prepared to take a pragmatic approach to pinch points provided the Tree protocol is observed.

The Scrutiny Committee considered and endorsed the recommendations unanimously.

The Executive Councillor for Climate Change & Growth approved the recommendations.

**Conflicts of interest declared by the Executive Councillor (and any dispensations granted)**

N/A

**10/40/ESC Key Decision - Hackney Carriage and Private Hire Licensing Fees and Conditions****Matter for Decision:**

A key action for Environmental Services for 2010/2011 is to consider introducing a 'taxi' licensing fee related to CO<sub>2</sub> emissions.

This report proposes that the current fee structure for licensed vehicles is revised by introducing a sliding scale which relates to carbon emission levels of vehicles.

If proprietors of licensed vehicles are encouraged to contribute towards an improvement in air quality by running lower emission licensed vehicles and this policy is implemented successfully then when licensees replace their current vehicles they may choose to purchase ones in a lower emissions band. Therefore, if the current fleet of 500 vehicles all moved up one emission band, then based on vehicles traveling an estimated 50,000 km per year, we would save  $10\text{g} \times 500 \times 50,000 = 250,000,000 \text{ g}$  or 250,000 kg CO<sub>2</sub> annually. To put this into context, in 2005 the average carbon footprint for a Cambridge City resident was estimated to be 6.2 metric tons and so any significant reduction in taxi emissions would offset this figure.

**Decision of Executive Councillor for Environmental and Waste Services:****Agreed:**

1. The principle of amending the current fee structure by creating a fee banding system based on vehicle carbon dioxide emission levels and to request that following consultation with the taxi trade the October Licensing Committee sets the new Licensing fees. The new fees would then be advertised and implemented by January 2011
2. To instruct officers to consult with the 'taxi' trade and the public on the suggested measures

3. To recommend to Licensing committee that they consider retaining an upper age limit for licensed vehicles to ensure that emissions of the air pollutants, Nitrogen Dioxide and Particulate Matter are lowered with time

### **Reason for the Decision:**

Para 39 continues 'Local licensing authorities, in discussion with those responsible for environmental health issues, will wish to consider how far their vehicle licensing policies can and should support any local environmental policies that the local authority may have adopted. This will be of particular importance in designated Air Quality Management Areas (AQMAs), Local authorities may, for example, wish to consider setting vehicle emissions standards for taxis and PHVs. However, local authorities would need to carefully and thoroughly assess the impact of introducing such a policy; for example, the effect on the supply of taxis and PHVs in the area would be an important consideration in deciding the standards, if any, to be set. They should also bear in mind the need to ensure that the benefits of any policies outweigh the costs (in whatever form)'.

### **Any alternative options considered and rejected:**

As detailed in the report.

### **Scrutiny Considerations:**

The Head of Environmental Services introduced the report. Cllr Herbert echoed the points raised by the two public speakers and asked what progress had been made in discussions with South Cambs. The officer responded, confirming that neighbouring authorities do have different standards. Work is on-going to harmonise standards. The introduction of the policy is to influence drivers choice of vehicle in future.

The committee was minded to agree with the representatives of the trade the Executive Councillor should look seriously at not imposing the new charges on existing vehicles.

The following issues were raised:

- Concerns that City registered vehicles will be disadvantaged financially.
- Why are taxis being targeted when buses are bigger pollutants?

- Love Cambridge consultations suggested that there are too many taxis and therefore reducing numbers would have a greater impact.
- Could the upper age limit be relaxed for well maintained vehicles?

Cllr Newbold proposed the following amendment:

*The Executive Councillor meets with taxi driver representatives and other stakeholders for discussions to develop, in a fair manner, a system of charging in relation to emission plus other methods to limit pollution which will include harmonisation with South Cambridgeshire, measures directed at buses, rank space and a possible moratorium in taxi numbers.*

The amendment was lost by a vote of 3 to 6.

The Executive Councillor noted the issues raised and will meet with representatives of the trade to ensure their concerns are heard.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 6 to 3.

The Executive Councillor for Environmental and Waste Services approved the recommendations.

**Conflicts of interest declared by the Executive Councillor (and any dispensations granted)**

N/A

**7a** Cheaper fees for Greener Vehicles Fuel Types Appendix A

**7b** Cheaper fees for Greener Vehicles Cars registered on or after 1 March 2001 (based on fuel type and CO2 emissions) Appendix B

**7c** Cheaper fees for Greener Vehicles Graph Appendix C

**7d** Plug-in Taxi London Trials Appendix D

**10/41/ESC Key Decision - Use of Taxis for Shared Usage Agreed at Point of Departure**

**Matter for Decision:**

Members of the Licensing Committee have proposed the introduction of a shared 'taxi' scheme, which would make a contribution towards achieving a reduction in the carbon footprint within the city.

Section 10 of the Transport Act 1985 makes provision for a licensing authority to adopt a scheme for the use of taxis (licensed hackney carriage vehicles) for shared journeys, with each person paying a separate fare.

### **Decision of Executive Councillor for Environmental and Waste Services:**

#### **Agreed:**

1. To endorse the principle of introducing a scheme under section 10 of the Transport Act 1985 for the use of taxis for the carriage of passengers for hire and reward at separate fares
2. To approve the commission of a survey to assess the level of public interest and the interest of the hackney carriage trade and other stakeholders in such a scheme
3. That in the event that the results of the survey support the introduction of a scheme to instruct officers to prepare a draft scheme in accordance with section 10 of the Transport Act 1985 to be considered by the Executive Councillor at the Environment Scrutiny Committee meeting in March 2011.

#### **Reason for the Decision:**

Such a scheme, if adopted in Cambridge, could:

- help reduce number of journeys taken in the central area
- increase taxi occupancy
- reduce carbon emissions

Additional Benefits include:

- passengers gain because they pay only a proportion of metered fare so more people may be attracted to use shared taxis
- taxi drivers gain because collectively they will receive more than the metered fare because vehicle is not hired as a whole and so more people should be attracted to using their service
- taxi vehicle used more efficiently
- local residents and visitors will potentially benefit from an improvement in air quality and possible reduction in congestion in Cambridge City.

**Any alternative options considered and rejected:**

As detailed in the report.

**Scrutiny Considerations:**

The head of Environmental Services introduced the report. Similar schemes have worked well in other places (London). Members asked for clarity on participation and were told that drivers would be free to opt out of the scheme. Concerns were raised about the ability of existing taxi ranks to cope with this sort of service. The officer confirmed that the fine details of the scheme would not be drawn up until the will and the demand to introduce it had been tested. Issues such as use of taxi ranks, queue marshals and logistics of the plan will be agreed later.

Cllr Pitt stated that the scheme would only proceed if there were benefits to all involved. He did not agree that there is an over supply of taxis in the City or that taxi ranks are always full. These are business decisions for the providers to assess.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 6 to 0.

The Executive Councillor for Environmental and Waste Services approved the recommendations.

**Conflicts of interest declared by the Executive Councillor (and any dispensations granted)**

N/A

**10/42/ESC Key Decision - Bring Bank Recycling Scheme****Matter for Decision:**

Cambridge City Council operates 24 public bring banks sites, where residents can take their dry recyclables to a local facility in, for example, a neighbourhood car park and segregate various materials for recycling. This joint procurement is aimed at providing a range of options for partners including the emptying of banks or bins at these sites, the maintenance of

banks and the sale of recyclables.

### **Decision of Executive Councillor for Environmental and Waste Services:**

#### **Agreed:**

1. To authorise the inclusion of Cambridge City Council in a joint procurement with RECAP partner authorities for one or more of the following options:

- the emptying of bring banks
- the provision, maintenance and replacement of bring banks
- the collection of recyclables from the bays at our Mill Road Depot and the sale of recyclables to reprocessors

These services would be provided as 'lots' for each individual material including commingled dry recyclables.

2. To decide in consultation with the Director of Environment and Planning which of the 'lots' the Council will contract for as a result of the tender process.

#### **Reason for the Decision:**

It is intended that the procurement for the bring bank services be as flexible as possible. The various aspects of the services will be divided into 'lots' and each 'lot' will cover a variety of service options. For instance a 'lot' will include an element for collection, maintenance and provision of bins. This will enable all partners to opt-in to any number of separate 'lots' for the services as and when they require.

#### **Any alternative options considered and rejected:**

As detailed in the report.

#### **Scrutiny Considerations:**

The Head of Environmental Services introduced the report. Discussion followed on what items might be recyclable in the future. The officer stated that prices for the materials collected had risen lately. And there is a benefit to be gained from joint procurement and harmonising collection methods over a larger area. South Cambs are currently tendering for mixed plastics that the City does not currently collect. City residents are very good at recycling and contamination rates are very low. Members discussed more options for flat



dwellers and potential to have green waste bins in communal collection points. This was agreed to be problematic and not viable at present.

Cllr Pitt thanked the officer for their work in this area and was encouraged by the progress. However, he reminded members that the ultimate goal remains less waste rather than more recycling.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 9 to 0 (unanimous).

The Executive Councillor for Environmental and Waste Services approved the recommendations.

**Conflicts of interest declared by the Executive Councillor (and any dispensations granted)**

N/A

**10/43/ESC Non-Key Decision - Statutory Litter Duty - Zoning of The District**

**Matter for Decision:**

1. The Environmental Protection Act 1990, imposes statutory duties on Principle Litter Authorities, (Cambridge City Council is such an Authority), and certain other land managers (duty bodies) to keep specified land and highways clear of litter, refuse and detritus. A Code of Practice for Litter and Refuse, issued with this legislation, set out recovery times for restoring this land and highways to acceptable standards dependant upon the land use. This required Principle Litter Authorities to Zone their district for litter collection purposes and set their cleansing schedules so that they meet these duties.
2. A revised Code of Practice on Litter and Refuse, published in April 2006, re-classified the different types of land managed by duty bodies into four main zones based on intensity of use and special circumstances.
3. The Code recommends that all duty bodies in an area should consult together and develop an integrated approach to zoning. This should be lead by the Principle Litter Authority. The duty bodies are then expected to publish details of the zones for their land and make them available to the public on request. Best practice should also include consultation with the public regarding any changes to the zoning.

**Decision of Exec Cllr for Environmental and Waste Services:****Agreed:**

To approve the Director of City Services undertaking a public consultation exercise through the Area Committees.

**Reason for the Decision:**

Original zoning of the district was undertaken following the issuing of the original COPLR in 1991. There have been no changes to zoning since its original introduction.

**Any alternative options considered and rejected:**

As detailed in the report.

**Scrutiny Considerations:**

The Director of City Services introduced the report. Members questions why one area of the City warrants a higher standard than another. There is a single standard for the City with the difference being the rectification time target. This is dependent on usage, for example, area of the city centre require daily attention. Members pointed out hotspots in non-city centre areas, such as Wadloes Road. Where a fast food outlet causes the problem, the business concerned has a duty to address the problem themselves. The balance between enforcement and clean up was discussed and the officer expressed the opinion that this is acceptable at present.

Members of the public can request a spot clean if other areas are in a poor condition and Street Scene were praised for the way they respond to such requests. Cllr Pogonowski asked if there could be more bins in areas of high use.

Cllr Pitt agreed that voluntary groups, such as the Cleaner Cambridge Campaign, should be included in the consultations.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 9 to 0 (Unanimously).

The Executive Councillor for Environmental and Waste Services approved the recommendations.

**Conflicts of interest declared by the Executive Councillor (and any dispensations granted)**

N/A

## **10/44/ESC Key Decision - 2009/10 Revenue and Capital Outturn, Carry Forwards and Significant Variances**

### **Matter for Decision:**

This report presents a summary of the 2009/10 outturn position (actual income and expenditure) for services within the Climate Change & Growth portfolio, compared to the final budget for the year. The position for revenue and capital is reported and variances from budgets are highlighted, together with explanations. Requests to carry forward funding arising from certain budget underspends into 2010/11 are identified.

### **Decision of Exec Cllr for Climate Change and Growth:**

#### **Agreed:**

1. The carry forward requests, totalling £399,430 as detailed in Appendix C, which are to be recommended to Council for approval.
2. To seek approval from Council to bring forward capital resources to fund rephased capital spending of £622,000 from 2009/10 into 2010/11 as detailed in Appendix D of the report.

### **Reason for the Decision:**

As detailed in the report.

### **Any alternative options considered and rejected:**

N/A

### **Scrutiny Considerations:**

The Account presented the item. Members discussed the income generated by car parks and how accurate future predictions would be. The Director of City Services confirmed that modelling work would begin in August and would take into account the impact of the guided bus, retail trends and changes to VAT.

Members agreed that it is very difficult to predict future finances, as there are many unknown factors in an uncertain financial climate.

Members suggested that the report was difficult to understand and asked for clearer footnotes in future report. The Accountant will look at the structure of the report and further suggested that new members request a briefing from the Director of Finance.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 7 to 0.

The Executive Councillor for Climate Change and Growth approved the recommendations.

**Conflicts of interest declared by the Executive Councillor (and any dispensations granted)**

N/A

**10/45/ESC Key Decision - Procurement Approval Report for a Surface Water Management Plan for Cambridge and Milton**

**Matter for Decision:**

The City Council has been awarded a grant of £100,000 from the Department for Environment, Food and Rural Affairs (Defra) to undertake a Surface Water Management Plan (SWMP) for Cambridge and Milton. The Executive Councillor is recommended to authorise the tender and award of a contract.

**Decision of Executive Councillor for Climate Change and Growth:**

Agreed:

To authorise the tender and award of a contract for the provision of services to develop a Surface Water Management Plan for Cambridge and Milton for the maximum amount of £100,000 in collaboration with Cambridgeshire County Council.

**Reason for the Decision:**

Defra divided England into 4350 settlements, Cambridge and Milton was considered one settlement. The settlements were ranked with regard to their possible susceptibility to surface water flooding. Cambridge is ranked 87 out of

the 4350 settlements and this indicates that Cambridge may be a high risk area with regard to surface water flooding.

**Any alternative options considered and rejected:**

N/A

**Scrutiny Considerations:**

The Head of Policy and Project introduced the report and members supported the proposals.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 9 to 0 (unanimous).

The Executive Councillor for Climate Change and Growth approved the recommendations.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

**10/46/ESC Key Decision - Pro-active Conservation**

**Matter for Decision:**

This report updates the review of projects presented to Environment Scrutiny Committee in March. It seeks approval of a way forward for the Holy Trinity War Memorial Shelter.

**Decision of Executive Councillor for Climate Change and Growth:**

Agreed:

1. The allocation of up to £2000 per year for 5 years from the Historic Building Grants budget towards maintenance of the Holy Trinity War Memorial shelter.
2. The bringing forward of a detailed programme for 2010-11 to the Development Plan Scrutiny Sub Committee for approval in July 2010.

**Reason for the Decision:**

Funding of £30,000 per year for pro-active conservation work has been agreed for each of the financial years 2008-9, 2009-10, and 2010-11.

**Any alternative options considered and rejected:**

N/A

**Scrutiny Considerations:**

The Historic Environment Manager introduced the report and gave a brief update on projects in the report.

The funding Holy Trinity War Memorial Shelter was described as a worst-case scenario and cost could be much less. Trees overshadowing the shelter were discussed and further consultation may be needed.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 9 to 0 (unanimous).

The Executive Councillor for Climate Change and Growth approved the recommendations.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

**10/47/ESC Key Decision - Proposed City Council Public Art Commissioning Strategy**

This item was withdrawn and will come to committee later in the year.

**10/48/ESC Key Decision - Programme Review Car Parks Infrastructure and Replacement Programme**

**Matter for Decision:**

To note the Car Parks Infrastructure and Equipment Replacement Programme (PR019)

**Decision of Executive Councillor for Climate Change and Growth:**

Agreed:

1. To note the progress and achievements to date of the Car Parks Infrastructure and Equipment Placement Programme Capital Programme (PR019).
2. To note the potential implications of major remedial works, particularly at Park Street car park, for which a strategic decision will be required in the 2011/12 Medium Term Strategy.

**Reason for the Decision:**

No decision needed

**Any alternative options considered and rejected:**

N/A

**Scrutiny Considerations:**

The Scrutiny Committee considered and noted the report

The Executive Councillor for Climate Change and Growth noted the report.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

**15a Asset Replacement Programme Appendix 1**

**10/49/ESC Non-Key Decision - Charging Policy for Electric Vehicles on City Council Off-Street Car Parks**

**Matter for Decision:**

New facilities are being installed in the City's car parks to allow electric cars to charge their vehicles, while parked. There needs to be practical and sustainable arrangements for managing these customers' requirements, and a policy needs to be agreed and advertised about whether they should pay for

parking and/or pay for charging in new designated bays, in order that the city's off-street traffic regulation orders can be revised, advertised and subsequently enforced.

It was recommended that the City's Off-Street Traffic Regulation Orders are amended to enable electric cars drivers to park in car parks on the same terms as other car users, and to be allowed to free of charge top-up their cars in designated bays for a maximum of three hours, and for these arrangements to be reviewed in the future.

### **Decision of Exec Cllr for Climate Change and Growth:**

#### **Agreed:**

- a) To delegate authority to the Head of Parking Services to introduce facilities for charging electric cars in the city's car parks.
- b) To agree initially on a maximum charging period of three hours, for which no charge will be levied.
- c) To treat electric cars in the same way as other cars, until such time as a more comprehensive arrangement and administratively workable solution is in place for charging car park customers according to their vehicle emissions levels.

#### **Reason for the Decision:**

Electric vehicles offer a clean and energy-efficient alternative to vehicles with an internal combustion engine. A battery supplying electricity to the motor powers electric vehicles. They produce no tailpipe emissions and no emissions at all when charged with green electricity from renewable sources, making them an environmentally friendly vehicle. Despite the limited range of electric vehicles on the market, they are becoming increasingly popular. Technology improvements have expanded the range and speed of the vehicles and they are now becoming a more viable option for busy commuters.

#### **Any alternative options considered and rejected:**

N/A

#### **Scrutiny Considerations:**

The Director of City Services introduced the report. Members pointed out that, while the cars may reduce emissions in the City, the production of the



electricity to power them will still produce emissions elsewhere. Members suggested that report was unclear in places (3.7) as to how much it will cost, per hour, to supply the energy and the officer will respond outside the meeting.

Members discussed the practicalities of the scheme such as, where will the spaces be located and how will drivers know the correct space is available before they enter the car park? The problems related to offering lower parking fees to low emission cars were discussed. At present registration recognitions systems cannot generate the required information fast enough for it to be practical.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 9 to 0 (unanimously)

The Executive Councillor for Climate Change and Growth approved the recommendations.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

## **10/50/ESC Key Decision - Sustainable City Capital Grants Programme Review**

### **Matter for Decision:**

To note the report.

### **Decision of Exec Cllr for Climate Change and Growth:**

Agreed:

1. Noted the progress and achievements to date of the Sustainable City Capital Project Grants (PR4).
2. Note the decision in January 2010 to combine the Sustainable City Capital Project Grants with the Sustainable City Revenue Project Grants, effectively ending Sustainable City Project Grants as a capital programme. Future

decisions regarding the budget for Sustainable City Revenue Project Grants will be made as part of the annual budget process.

**Reason for the Decision:**

**No decision needed**

Any alternative options considered and rejected:

N/A

**Scrutiny Considerations:**

The Climate Change Officer introduced the report.  
The Scrutiny Committee noted the report.

The Executive Councillor for Climate Change and Growth noted the report.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

**10/51/ESC Non-Key Decision - Climate Change Fund Annual Status Report**

**Matter for Decision:**

A Climate Change Fund with an initial investment of £250,000 was agreed at Council on 21 February 2008 to be used to provide funding for schemes or activities which will contribute to the achievement of the Council's climate change and carbon reduction Medium Term Objective. Detailed operational guidelines for management of the fund were agreed at Environment Scrutiny Committee in July 2007, which included a requirement for the total expenditure and achievements of the fund to be reported to Environment Scrutiny Committee annually. This report constitutes the second Climate Change Fund annual status report documenting performance of the fund up to June 2010.

**Decision of Exec Cllr for Climate Change and Growth:**

**Agreed:**

To note the second annual status report for the Council's Climate Change Fund.

**Reason for the Decision:**

As stated in the officer report.

**Any alternative options considered and rejected:**

N/A

**Scrutiny Considerations:**

The Climate Change Officer introduced the report. The Scrutiny Committee noted the report and supported the achievements to-date. The amount of officer time taken up by small projects was noted.

The Executive Councillor for Climate Change and Growth noted the report.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

**10/52/ESC Non- Key Decision - Cambridge Environment Report 2009-10**

**Matter for Decision:**

The Cambridge Environmental Framework adopted at Environment Scrutiny Committee in June 2009 outlined 15 indicators, including 12 national indicators, against which environmental performance in the Council and Cambridge City will be measured. It also contained a commitment to publicly report this performance annually in an Environment Report. This report summarises environmental performance over the first year since adoption of the Cambridge Environmental Framework.

**Decision of Exec Cllr for Climate Change and Growth:**

**Agreed:**

To approve the first annual Cambridge Environment Report 2009-10 for reporting Council environmental performance and informing future planning for environmental service delivery.

**Reason for the Decision:**

As detailed in the officer report.

**Any alternative options considered and rejected:**

N/A

**Scrutiny Considerations:**

The Climate Change Officer introduced the report. The Chair questioned the value of producing a report that is not required nationally. It was agreed that it has a value in measuring performance against agreed targets. In response to member questions the officers stated that it is not possible to give per resident figures as population data is not available,

Fuel poverty was discussed and the officer confirmed that this may not give a true reflection of the situation due to the complexity of the reporting methods.

The Executive Councillor for Climate Change and Growth noted the report.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

**10/53/ESC Grey (Waste) Water Recycling System at Mill Rd Depot**

**Matter for Decision:**

New facilities are being installed in the city's car parks to allow electric cars to charge their vehicles, while parked. There needs to be practical and sustainable arrangements for managing these customers' requirements, and a policy needs to be agreed and advertised about whether they should pay for parking and/or pay for charging in new designated bays, in order that the city's

off-street traffic regulation orders can be revised, advertised and subsequently enforced.

It was recommended that the City's Off-Street Traffic Regulation Orders are amended to enable electric cars drivers to park in car parks on the same terms as other car users, and to be allowed to free of charge top-up their cars in designated bays for a maximum of three hours, and for these arrangements to be reviewed in the future.

### **Decision of Exec Cllr for Climate Change and Growth:**

#### **Agreed:**

**Financial recommendations** - To recommend this capital scheme (which is not included in the Council's Capital Plan) for approval by Council, subject to resources being available to fund the capital and revenue costs associated with the Scheme. The total capital cost of the project is £39,000, and funded by £36,000 from the Climate Change Fund and £3,000 R & R.

**Procurement recommendations** –Approved the carrying out and completion of the procurement of Grey Water Recycling Units at City Services Depot. If the quotation or tender sum exceeds the estimated contract value by more than 15% the permission of the Executive Councillor and Director of Finance will be sought prior to proceeding.'

#### **Reason for the Decision:**

Utilities at Mill Road Depot are being reviewed with a view to reducing both cost and waste. Anglian Water was invited 'audit' the site. The assessment found no real benefit achievable from the office areas but significant potential from recycling the water used to clean vehicles.

#### **Any alternative options considered and rejected:**

N/A

#### **Scrutiny Considerations:**

The Director of City Services introduced the report. Members were keen to proceed with the project.

The Scrutiny Committee considered and endorsed the recommendations by a vote of 8 to 0 (unanimously)

The Executive Councillor for Climate Change and Growth noted the report.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

N/A

**10/54/ESC Decisions by Executive Councillors - the following records of decisions are reported to the scrutiny committee.**

Records of Decision were noted.

**21a** Voltage Optimisation Guildhall Trial

**21b** 1 Year Extension of Reverse Agency Agreement

**21c** Tree Maintenance Framework Agreement 2010-14

The meeting ended at 12.55 pm

**CHAIR**



To: Executive Councillor for Environmental and Waste Services  
Report by: Jas Lally Head of Refuse and Environment  
Relevant scrutiny committee: Environment Scrutiny Committee 5/10/2010  
Wards affected: All Wards

### **REPLACEMENT OF AIR QUALITY MONITORING EQUIPMENT Not a Key Decision**

#### **1. Executive summary**

Cambridge City Council monitors air quality at 5 locations as part of its statutory responsibilities. The monitoring instruments at 3 of these locations are now overdue for replacement and require more frequent repairs; some equipment is obsolete and no longer covered by the service contract.

Monitoring with accurate instrumentation is a statutory requirement because the levels of air pollution in Cambridge breach the National Objectives. Accurate measurements are required to declare or remove an Air Quality Management Area. PM<sub>2.5</sub> monitoring is a new requirement where a 10% reduction between 2010 and 2020 is to be pursued.

The data provided by these instruments is required for annual progress reporting to Defra.

Objective 3c in the Environmental Services Service Plan is to procure the replacement of air quality monitoring equipment at the permanent air quality monitoring stations in the City.

Funds have been set aside in the Repair and Renewal Fund to fund the purchase of the capital equipment. Also, DEFRA grant funding has been allocated towards the cost of new equipment to monitor PM<sub>2.5</sub>.

The service/maintenance contract will be included in the tender; the revenue costs are anticipated to be similar to the current costs, so there are no additional revenue implications expected.

The service and maintenance contract for equipment at the two other permanent air quality monitoring stations are anticipated to be similar to the current costs.

## **2. Recommendations**

The Executive Councillor is recommended:

### **Financial recommendations:**

The Executive Councillor is asked to recommend this capital scheme (which is not included in the Council's Capital Plan) for approval by Council, subject to resources being available to fund the capital and revenue costs associated with the Scheme. The total capital cost of the project is £120,000, and it is proposed that this funded from specific, identified R&R funds for the purpose, of £99,000 plus DEFRA grant of £21,000 which has already been secured.

There are no additional revenue costs arising from the project. The costs associated with the maintenance contract are expected to be similar to current costs.

### **Procurement recommendations:**

The Executive Councillor is asked to approve the carrying out and completion of the procurement of replacement air quality monitoring equipment and associated maintenance contract as detailed below.

If the quotation or tender sum exceeds the estimated contract value by more than 15% the permission of the Executive Councillor and Director of Finance will be sought prior to proceeding.

The estimated contract value is £178,000.

## **3. Background**

*The project*

*The replacement of air quality monitoring equipment at three of the permanent air quality monitoring stations in the City, including in one an instrument to measure very fine particles. A maintenance obligation for a period of 3 - 5 years will be included as part of the contract.*

*There is an additional option to include the service and maintenance contract for equipment at the two other permanent air quality monitoring stations.*

*DEFRA has granted £21,000 towards the costs of the equipment; Repair and Renewal funds will be used to fund the balance.*



Target Start date	October 2010
Target completion date	May 2011
<i>The Cost</i>	
<b>Total Capital Cost</b>	<b>£120,000</b>

**Capital Cost Funded from:**

<b>Funding:</b>	<b>Amount:</b>	<b>Details:</b>
Reserves	£0	
Repairs & Renewals	£99,000	09510 - Environmental Services R & R Fund
Section 106	£0	
Other	£21,000	Defra Grant

**Revenue Cost**

Year 1	£26,500
Ongoing	£26,500

*The Procurement*

The procurement will be carried out in accordance with the Council's own Contract Procedure Rules, The procurement team have recommended a two stage restricted procedure procurement process to buy. The tender will be advertised in appropriate specialist journals and on the Cambridge City Council website; the limited number of suppliers will be informed.

Three replacement sets of equipment will be purchased to analyse ambient nitrogen dioxide and particulate matter (PM<sub>10</sub>) and an additional instrument to measure particulate matter (PM<sub>2.5</sub>).

*The total value of the contract will be around £178,000, i.e., the capital cost (£120,000) and the annual maintenance cost (£14,5000 over 4 years).*

*What is the project?*

Cambridge City Council monitors air quality at 5 locations as part of its statutory responsibilities. The monitoring instruments at 3 of these locations are now overdue for replacement and require more frequent repairs; some equipment is obsolete and no longer covered by the service contract.

Monitoring with accurate instrumentation is a statutory requirement because the levels of air pollution in Cambridge breach the National Objectives. Accurate measurements are required to declare or remove an Air Quality Management Area. PM<sub>2.5</sub> monitoring is a new requirement where a 10% reduction between 2010 and 2020 is to be pursued.

The data provided by these instruments is required for annual progress reporting to Defra.

Objective 3c in the Environmental Services Service Plan is to procure the replacement of air quality monitoring equipment at the permanent air quality monitoring stations in the City.

Funds have been set aside in the Repair and Renewal Fund to fund the purchase of the capital equipment. Also, DEFRA grant funding has been allocated towards the cost of new equipment to monitor PM<sub>2.5</sub>.

The service/maintenance contract will be included in the tender; the revenue costs are anticipated to be similar to the current costs, so there are no additional revenue implications expected.

The service and maintenance contract for equipment at the two other permanent air quality monitoring stations are anticipated to be similar to the current costs.

*What are the aims and objectives of the project?*

*The aim of the project is to provide continuous and comparable data on air quality by replacing the air quality monitoring equipment with suitable and up-to-date equipment. Data collected at these sites since the end of 1998 has provided good evidence for the declaration of the Air Quality Management Area in 2004. Continuing data is required to monitor the impacts of actions taken under the Air Quality Action Plan and to provide evidence of other future improvements, as well as to inform local planning policy and local transport policy.*

The project relates to the Vision Statement:

“A City, which minimises its impact on the environment from pollution”;

and is supportive of

“A City where getting around is primarily by public transport, bike and on foot”.

In addition, the data provided by the new equipment supports both City Council Officers and Members in discussions regarding bus fleet standards, which is a specific item for action in the Annual Statement 2010/11.

Although the City Council is not the transport authority, the data supports key actions in the Air Quality Action Plan agreed in partnership with the County Council, relating to bus emissions reductions, Core Area traffic schemes and the Local Transport Plan.

*Summarise the major issues for stakeholders and other departments?*

The main impact upon stakeholders – ourselves and others - will be to continue to provide air quality data to:

- Members of the Public
- Inform the Development Control and Spatial Planning process in (City Council)
- Inform the LTP and other transport matters (County Council Transport Officers)
- Provide annual reporting to DEFRA
- Provide annual reporting to LSP (Quality of Life)
- Provide annual reporting to the County Council (LTP; Quality of Life)
- Provide annual reporting to the City Council (Local Plan; Quality of Life)
- Enable consultants and developers to carry out Air Quality Assessment for future projects
- Researchers/academics

*Site owners at Gonville Place and Parker Street have been consulted and they have approved access and placement of equipment on sites owned by them and thereafter access for maintenance.*

As a key partner in pursuit of the improvement in air quality in Cambridge, relevant officers at the County Council have been consulted to confirm that the data is still required and we have taken account of any specific or new requirements. Their view is that the data remains important in terms of future traffic management in central Cambridge and influencing and informing the work of the Bus Quality partnership. No new requirements have been identified.

**Consultation with suppliers has been undertaken as part of the procurement process to gain an understanding of the current market for analysers and data retrieval equipment.**

## 4. Implications

*key risks associated with the project*

If the project does not take place, there is a high risk of equipment failure resulting in significant data loss to the stakeholders listed above. Cambridge City Council would not be carrying out its statutory duties as required by the Environment Act 1995. DEFRA would be likely to sanction the Council with close scrutiny to ensure that we fulfil our statutory duties regarding Local Air Quality Management should we fail to deliver the appropriate quality and coverage of monitored information.

There are risks of delay in delivery from unexpected financial restrictions, unanticipated staff shortages or re-prioritisation to accommodate new urgent projects; further contraction and re-alignment in the supplier market.

*Financial implications*

- a. Appraisal prepared on the following price base: 2010/11
- b. Specific grant funding conditions: The Defra grant awarded in 2008/9 is for the purchase of "air pollution monitoring equipment". The grant is ring-fenced, but it is not time-limited.

*Capital and Revenue costs*

<i>(a) Capital</i>	£	Comments
Purchase of vehicles, plant & equipment	120,000	
<i>Total Capital Cost</i>	120,000	

<b>(b) Revenue</b>	£	Comments
Service and maintenance contract	14,500	
R&R contribution (based on a 10 year life cycle)	12,000	
<b>Total Revenue Cost</b>	<b>26,500</b>	Included in the Base Budget

*VAT implications*

There are no adverse VAT implications to this project.

#### *Other implications*

**Health and Safety:** Other than the installation and ongoing maintenance considerations then the monitoring equipment should not pose any health and safety risks.

**Legal:** Cambridge City Council Contract Procedure Rules require acceptance of non-negotiable terms as listed in Rule 22.1.3. The Head of Legal Services will be consulted for advice in accordance with the Contract Procedure Rules. No legal implications have been identified at this stage.

There are no ICT implications.

**Equal Opportunities:** Air Pollution disproportionately affects vulnerable groups such as children, older people and people with existing medical conditions. Therefore it not only makes people's health worse, but increases health inequalities.

**Environmental:** The project is an essential component of Cambridge City Council's ability to deliver improved air quality.

**No other implications have been identified.**

*Estimate of staffing resource required to deliver the project*

*This procurement is built into the Environmental Services project team work plans for 2010/11.*

*No external resources are required.*

*Identify any dependencies upon other work or projects*

*Cambridge City Council's statutory duties under Local Air Quality Management (LAQM) are dependent upon the successful completion of this project. The LAQM system of was established in response to requirements of the Environment Act 1995. Duties were placed on local authorities to periodically review and assess air quality; work towards achieving national objectives for prescribed pollutants and to tackle the issue of air pollution where the risk of poor air quality to human health needs to be addressed.*

## **5. Background papers**

No Background papers were used in the preparation of this report

## **6. Appendices**

## **7. Inspection of papers**

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Jo Dicks  
Author's Phone Number: 01223 - 457892  
Author's Email: [jo.dicks@cambridge.gov.uk](mailto:jo.dicks@cambridge.gov.uk)

## Project Appraisal and Scrutiny Committee Recommendation

<b>Project Name</b>	Wulfstan Way Local Centre Environmental Improvements
<b>Committee</b>	Environment Scrutiny
<b>Portfolio</b>	Climate Change and Growth
<b>Committee Date</b>	5 <sup>th</sup> October 2010
<b>Executive Councillor</b>	Councillor Clare Blair
<b>Lead Officer</b>	Andrew Preston

### Recommendation/s

#### Financial recommendations –

- The Executive Councillor is asked to approve the commencement of this capital project (which is included in the Environmental Improvements Programme in the Council's Capital Plan) with additional £44,000 funding from S106 contributions and £29,000 from the Environmental Safety Fund.
- The revenue costs of the project are £210, these are to be funded from the existing Housing revenue budget for security lighting.

#### Procurement recommendations:

- The Executive Councillor is asked to approve the procurement of construction services through Cambridgeshire Highways via Cambridgeshire County Council.
- If the quotation or tender sum exceeds the estimated contract value by more than 15% the permission of the Executive Councillor and Director of Finance will be sought prior to proceeding.

## 1 Summary

### 1.1 The project

The improvement of lighting, signage, parking and hard landscaping in the Wulfstan Way Local Centre. These are categorised in two key areas:

- Environmental improvements to the physical environment creating a more inviting place to shop and visit.
- Improvements to the management of the local centre, focused around parking management.

Target Start date	<b>October 2010</b>
Target completion date	<b>January 2011</b>

### 1.2 The Cost

Total Capital Cost	<b>£174,000</b>
--------------------	-----------------

Funded as follows:

- £101,000 from the South Area Environmental Improvement Programme
- £27,000 from S106 Public Realm
- £17,000 from S106 Public Art
- £29,000 from the Environmental Safety Fund.

Capital Cost Funded from:

Funding:	Amount:	Details:
Reserves	<b>£130,000</b>	<b>South Area EIP – PR010b Environmental Safety Fund PR014</b>
Repairs & Renewals	<b>£-</b>	
Section 106	<b>£44,000</b>	<b>Public Realm 35405 Public Art 35773 &amp; 35340</b>
Other	<b>£-</b>	



## Revenue Cost

Year 1	£210
Ongoing	£210

### 1.3 The Procurement

All construction services will be procured externally from Cambridgeshire County Council through their contract with Cambridgeshire Highways. A separate approval of this procurement route for the procurement of all City Council construction services is being presented to Environment Scrutiny Committee in October for a decision from the Executive Councillor for Climate Change and Growth. Cambridgeshire Highways has estimated the cost of construction services at approximately £174,000.

The Environmental Projects Team will provide all design and supervision services within the current budget.

## 2 Capital Project Appraisal & Procurement Report

### 2.1 What is the project?

In 2009, at the request of members, officers from services across the Council reviewed the function and condition of the Wulfstan Way Local Centre with a view to recommending possible improvements. Two consultations conducted in June and July established the key points of concern to local residents and primary school students are:

- Security and lighting
- Signage
- Traffic and parking
- Quality of the green in front of the shops
- Range of shops and opening hours
- Nature of shop fronts

While many other types of improvement were suggested, some had no practical solution. For example, the lack of “connectivity” to

the local centre cannot be easily improved given the surrounding land ownership, and layout of streets, properties and pedestrian lanes.

Anti-social behaviour is a concern. One way of addressing such behaviour is to improve the quality of the shop fronts, lighting and the design of the green, thereby improving appropriate use.

Other concerns were with the quality of design and the security of the shops and open space located on the west side of Wulfstan Way. To address the concerns, the following measures are proposed:

- Higher quality paving of forecourt areas and footway links to both sides of Wulfstan Way.
- Feature seating area with possible semi-circular bench involving public art.
- Five new parking spaces and improved definition of existing bays.
- Local centre notice board.
- New cycle racks.
- Raised carriageway to create flush crossing at existing zebra crossing point to provide an improved link.
- Improved highway and forecourt lighting.
- Upgraded recycling area.
- Crown lifting of large tree.
- Improvements to planting bed layouts and replanting of one existing tree.

Appendix B illustrates these measures.

## **2.2 What are the aims & objectives of the project?**

This project and the recommendations set out in this report directly support the City Council's Vision for:

***A city which is diverse and tolerant, values activities which bring people together and where everyone feels they have a stake in the community.***

- By creating healthy local centres, in consultation with residents, as part of thriving and viable neighbourhoods.

***A city in the forefront of low carbon living and minimising its impact on the environment from waste and pollution.***

- By installing modern, energy-efficient lighting providing improvement to the current equipment in use.

***A city where people behave with consideration for others and where harm and nuisance are confronted wherever possible without constraining the lives of all.***

- By proposing measures that provide general improvement to the public realm in an attempt to revitalise the area for the general public and businesses.

**2.3 Summarise the major issues for stakeholders & other departments?**

The reduction in the total green area [25m<sup>2</sup>] and size of planting beds [16m<sup>2</sup>] along with the removal of the slot drainage will reduce the maintenance liability to the City Council.

The increase in the number of lighting units on the forecourt is expected to lead to a minor increase in maintenance costs despite the expected efficiency improvements. The estimated additional revenue costs are based on the worst case scenario and do not take account of the possible efficiency savings.

Other stakeholders such as local traders, who have been involved in the design development, will benefit from improvements to facilities, appearance and security of the local centre. The measures will provide general improvements to the public realm in an attempt to revitalise the area for the general public and businesses.

Discussions with local businesses, residents and other interested stakeholders have identified that an environmental improvement would be of benefit to the area and greatly appreciated.

Queen Edith Ward Councillors are also very supportive of this scheme and keen to see it implemented as soon as possible.

## 2.4 Summarise key risks associated with the project

The project aims to mitigate those risks associated with further economic downturn for local shops by not presenting a high quality streetscape.

The risks involved in delivery of the project would be a temporary loss of amenity and change in access while works are being carried out and a possible loss of street lighting due to non-delivery of the light fittings or a delay by EDF to reconnect the electrical power to the street lights.

If the project is not implemented then the streetscape will degrade further with time and the area may take a further downturn.

## 2.5 Financial implications

a. Appraisal prepared on the following price base: 2010/11

b. Specific grant funding conditions were:

The £26,473 of S106 Public Realm funding, planning reference 04/1083/FUL, is allocated to city-wide improvements, but subject to repayment on 15/02/11 if not used.

The S106 Public Art funding is provided from both application ref's 05/1333/OUT (21/21A Queen Edith's Way - £5400) and 04/0186/FP (18 Long Road - £11,153).

## 2.6 Capital & Revenue costs

(a) Capital	£	Comments
Building contractor / works	174,000	
Purchase of vehicles, plant & equipment		
Professional / Consultants fees		
IT Hardware/Software		
Other capital expenditure		
<b>Total Capital Cost</b>	<b>174,000</b>	

<b>(b) Revenue</b>	<b>£</b>	<b>Comments</b>
Additional Private Forecourt Lighting	210	
<b>Total Revenue Cost</b>	<b>210</b>	

## 2.7 VAT implications

The County Council will procure the project. Any VAT included in payments made to the County Council can be reclaimed in the usual manner.

There are no adverse VAT implications to this project.

## 2.8 Other implications

There will be positive local benefits for shoppers, local traders and residents from a good quality, modern streetscape.

There will also be an improvement to community safety by addressing the issue of perceived security issues due to the lack of appropriate lighting.

## 2.9 Estimate of staffing resource required to deliver the project

<b>Skills required / internal or external</b>	<b>Estimated number of hours</b>	<b>Proposed Timescale</b>	
		<b>Start date</b>	<b>Finish date</b>
Design, administration, project management	180	06/10/10	31/01/11

## 2.10 Identify any dependencies upon other work or projects

None within the City Council's control. There may be dependencies within the County Council's project programme that are not known at this time.

## 2.11 Background Papers

South Area Committee Report March 2010

## 2.12 Inspection of papers

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Author's phone No.	457271
Author's e-mail:	<a href="mailto:andrew.preston@cambridge.gov.uk">andrew.preston@cambridge.gov.uk</a>
Date prepared:	02/09/10

## Capital Project Appraisal - Capital costs &amp; funding - Profiling

**Appendix A**

**DOUBLE CLICK TO ACTIVATE THE SPREADSHEET**  
**Make sure year headings match start date ...**

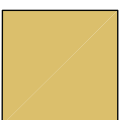
	2010/11	2011/12	2012/13	2013/14	2014/15	Comments
	£	£	£	£	£	
<b>Capital Costs</b>						
Building contractor / works	174,000					
Purchase of vehicles, plant & equipment						
Professional / Consultants fees						
Other capital expenditure:						
<b>Total Capital cost</b>	<b>174,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Capital Income / Funding</b>						
Government Grant						
S106 funding	44,000					35405 & ?????
R&R funding						
Earmarked Funds						
Existing capital programme funding	130,000					PR010b & PR014
Revenue contributions						
<b>Total Income</b>	<b>174,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Net Capital Bid</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



### Area Wide Improvements

**Improved Paving**  
New high quality concrete paving in a buff colour to emphasis and enhance the link between east & west of Wulfstan Way

**Improved Street Lighting**  
New high quality street lighting



		<b>ENVIRONMENT AND PLANNING</b> <b>DEPARTMENT</b> <b>URBAN DESIGN TEAM</b>	
Simon Payne, Director of Environment and Planning CAMBRIDGE CITY COUNCIL The Guildhall, Cambridge CB2 3QU Tel: 01223 - 457200 or 457201		Revision: _____ Date: _____ By: _____ Details: _____	
Scale	1: 500	Drawn:	AH
	@A3	Checked:	AP
		Date	AUG 2010
<small>This map is reproduced from Ordnance Survey material with the permission of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction of this map is prohibited. Cambridge City Council (Licence No. 100019730) 2010.</small>			
<b>DO NOT SCALE</b> <small>Figures must be taken in preference to scaled dimensions. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings. Discrepancies to be brought to the contract administrator's / landscape architect's attention.</small>			

Project:	Wulfstan Way - Local Improvement scheme
Drawing:	Layout Plan
Job Ref / DWG No	EIP 020_158_004
Revision	





To: Executive Councillor For Climate Change and Growth Cllr Clare Blair

Report by: Simon Payne, Director of Environment

Relevant scrutiny committee: Environment Scrutiny Committee

Wards affected: ALL

### **Procurement of Construction Services**

#### Key Decision

#### **1. Executive summary**

The City Council is planning to tender a new framework agreement to provide civil engineering construction services across all of its user departments. These services are planned to be in place by summer 2011, following a procurement process. In the meantime an interim supplier of civil engineering construction services is required, to enable the City Council to continue to deliver its services. This report requests an approval to procure civil engineering construction services from Cambridgeshire Highways, through a written agreement with Cambridgeshire County Council, in accordance with the City Council's procurement rules.

#### **2. Recommendations**

2.1 The Executive Councillor is recommended:

- To approve the procurement of interim civil engineering construction services from Cambridgeshire Highways through a written agreement with Cambridgeshire County Council in accordance with City Council procurement rules and relevant legislation.
- To note the proposed development of a new City Council framework agreement for civil engineering construction services.

#### **3. Background**

3.1 The City Council has a requirement for construction services across many departments, from housing maintenance to capital environmental improvements (EIP), of which EIP schemes form the majority.

3.2 A new framework agreement is proposed to be advertised and be in place by summer 2011. A significant amount of construction work is planned before then, as such an interim Contractor who will work on a call off basis is required as soon as possible.

3.3 The possible options that have been reviewed include:

- Letting a new contract for construction services. This is planned, but as indicated, the timescales associated with the procurement process would not allow any construction work to be completed this financial year. Additionally a review of the long term funding of the EIP programme is due in October 2010 and until that is completed there is no clear vision of future work volumes.
- Requesting individual quotations for each item of work. This would not only be resource intensive, significantly reducing the amount of work constructed, but would also fail to meet the procurement rule associated with the aggregation of contracts and not bring economies of scale.
- An agreement with Cambridgeshire County Council to provide construction services through their contract with Cambridgeshire Highways is seen as the most appropriate option to ensure the continuation of the delivery of City Council projects planned for this financial year.

3.4 The Legal Services Team has reviewed the Cambridgeshire Highways Contract. In their opinion, the arrangements that we are proposing to put in place with the County Council, to deliver City Council schemes through this contract are acceptable.

3.5 The Procurement Team has ensured that the strategy proposed is fully in line with both the Council's own Contract Procedure Rules and wider procurement legislation. These issues have been addressed with the following conclusions:-

- The value of the overall programme is well below the OJEU threshold for works (£3.9M).
- The City Council legal team and County Council have advised that the Cambridgeshire Highways contract is open to use by the City Council, although it is noted that the City Council must authorise work via the County Council and cannot enter a direct contractual relationship with Cambridgeshire Highways. Thus the City Council can legitimately have work carried out against that contract, which has been the subject of competitive procurement in accordance with County Council procurement rules and relevant legislation.

- 3.6 The planned programme of work falls within the value band £500,001 - EU threshold. Under the City Council Contract Procedure Rules this requires an Invitation to Tender to at least four candidates after advertising. However Rule 6 of the Contract Procedure Rules covers collaborative Procurement arrangements/ use of Purchasing Consortia. Specifically para 6.3 states that:-

*"Any contracts entered into with other local authorities where a competitive process has been followed that complies with the equivalent of the Rules of the leading organisation (in this case the County Council) but do not necessarily comply with these rules, will be deemed to comply with these rules and no exemption is required"*

Use of the Cambridgeshire Highways contract would meet the requirements of Rule 6 including para 6.3 and on this basis no exemption/waiver is necessary in support of this strategy.

- 3.8 In order for the City Council to procure construction services to its own requirements and in an efficient manner, an agreement will be required between Cambridge City Council and Cambridgeshire County Council. This will include procedures for the administration of the provision of construction services, including any particular requirements as well as the necessary financial arrangements.
- 3.7 This contract has been used in the past by the National Trust and Network Rail, and is currently being used by Huntingdonshire District Council for their £5 million Town Centre redevelopment scheme. Our proposed procedures would be very similar to those put in place by the above organisations.
- 3.8 The contract is a New Engineering Contract (NEC) Target Price Contract. The build up of the contract value or target price associated with individual schemes is based on the expected cost of the plant, labour and materials associated with the project. This cost, with a percentage addition for overheads and profits identified within the contract, makes up the agreed target price. The Contractor then records the actual cost of these items throughout the construction phase and the City Council will pay this actual cost up to the agreed target. If this is exceeded and no additional work has been requested, the City Council will only be liable for 7% of the additional costs above this figure. Similarly if the actual costs fall below the target, the Contractor will take a 7% share of the savings. This is referred to contractually as a pain-gain arrangement and encourages the Contractor to work efficiently and remain within the original target cost.

- 3.9 Cambridgeshire County Council is also proposing to add an additional 10.925% to the value of individual priced schemes as a contribution to the overheads of the Girton offices and the County officer time spent managing the process. This percentage figure is also applied to all County Council schemes delivered through this contract.
- 3.10 A value for money exercise has been carried out using an Environmental Improvement Scheme as a case study. The resulting target price fell within our estimate, which was based on a schedule of contract rates tendered competitively within the last two years.

#### **4. Implications**

- 4.1 A written agreement between the City and County Council would be required before any construction services could be procured.
- 4.2 This new method of procuring construction services will require appropriate procedures to be introduced to ensure that the contract is administered correctly with the efficient delivery of quality end products, whilst minimising the intensity of resources required.
- 4.3 The proposed procurement route will enable City Council schemes to be programmed for construction in accordance with their approved timescales.
- 4.4 The construction programme will be significantly compressed to the end of the financial year, however the proposed Contractor has the capacity to deal with a large workload and introduce additional resources as required.
- 4.5 The resources within Cambridgeshire County Council to manage the agreement have been assured by County Council Senior Officers. Minimal input will be required on a day to day basis with the agreed procedure critical to the effective use of this resource.
- 4.6 The proposed procurement method represents the best option to meet the needs of a number of important programmes requiring delivery during this financial year. A multi discipline project group from across the Council has looked at options and identified this strategy as the best solution. Separate work will be carried out during the year to identify optimum medium and longer-term procurement strategies for work beyond April 2011.

## **5. Background papers**

These background papers were used in the preparation of this report:

Cambridgeshire Highways NEC ECC Construction Target Price Contract

## **6. Appendices**

6.1 There are no appendices associated with this report.

## **7. Inspection of papers**

To inspect the background papers or if you have a query on the report please contact:

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To: Executive Councillor For Climate Change and Growth Cllr Clare Blair

Report by: Simon Payne, Director of Environment

Relevant scrutiny committee: Environment Scrutiny Committee 5<sup>th</sup> Oct 2010

Wards affected: ALL

### **Procurement of Bus Shelters** Key Decision

#### **1. Executive summary**

The City Council has already identified a capital programme for the replacement and provision of new bus shelters across Cambridge. In order to deliver the remit of this capital programme, the award of a new Framework Agreement for bus shelters is necessary. A 4 year framework is proposed, with a first year contract value of circa £221,000. Further use of this agreement would also be available in the subsequent 3 years, subject to further approved capital funding.

#### **2. Recommendations**

2.1 The Executive Councillor is recommended:

- To approve the procurement and contract award of a new framework agreement for bus shelter suppliers in order to deliver the City Council Capital Programme for new and replacement bus shelters for a maximum period 2011-2015 at an estimated first year value of £221,000, with the facility for any future approved capital funding to make use of this framework during 2012 - 2015.

#### **3. Background**

3.1 For passengers and prospective service users, bus shelters are a gateway to the public transport system, contributing to the perception that residents and visitors have of their public transport network. They are also important items of street furniture and their physical appearance, location and branding impacts considerably on the surrounding area.

- 3.2 There are 168 bus shelters in Cambridge (excluding the Drummer St, Addenbrookes and the Grafton Centre bus stations).
- 3.3 84 of these are owned by Clear Channel (Adshel) and are subject to a written agreement between Adshel and Cambridge City Council, which was signed in 1999 with a duration of 20 years. This agreement will remain in place through to its planned completion in 2019.
- 3.4 The Adshel agreement with the City Council includes repairs, maintenance and cleaning and provides minimum acceptable performance requirements in these areas.
- 3.5 Cambridge City Council owns and maintains 59 bus shelters, some of which date back to the 1960s. They are of varying designs, making it increasingly difficult and in some cases impossible to stock spare parts and provide an appropriate level of maintenance.
- 3.6 Abacus, the City Council's long-term suppliers of City owned shelters have pulled out of the bus shelter market severely hindering the procurement of spare parts.
- 3.7 The County Council have purchased and own 25 Adshel shelters installed as part of their work to Drummer St, Emmanuel St, St Andrews St, the Guided Bus and the Railway Station. There is currently no maintenance carried out on these shelters.
- 3.8 The varied ownership and maintenance of bus shelters is currently too complex and inefficient.
- 3.9 This procurement process plans to reduce this complexity and provide a more efficient format for managing the bus shelter stock.
- 3.10 A collaborative procurement approach with the County Council is proposed (and we are exploring possible interest of other Councils) in order to simplify the number of different shelter suppliers and increase the competitiveness of the tender process. The Eastern Shires Purchasing Organisation (ESPO) will run the procurement exercise.
- 3.11 A 4 year framework agreement containing more than one supplier is likely to be chosen to provide a defined pallet of different styles of shelter linked to different areas of the City.
- 3.12 Optional items for maintenance, spare parts, advertising and civil installation costs may also be included as part of the contract.



- 3.13 In order to inform the procurement of new shelters, a bus shelter strategy is currently being developed to propose the most appropriate sites for new or replacement shelters.
- 3.14 A condition survey has been carried out for the City owned shelters in order to inform the strategy for replacements.
- 3.15 The City Council Bus Shelter Capital Programme has £221,000 available to spend by March 2012. Attention is drawn to the fact that any new shelters provided as part of this programme will require additional revenue funding due to the added maintenance liabilities and contributions to the Repairs and Renewals fund. This will be highlighted as part of the future strategy when presented for approval.
- 3.16 Subject to the approval of this proposed procurement, a new framework of suppliers is planned to be in place by Spring 2011. The bus shelter strategy is programmed to be complete and approved by the end of March 2011, to enable expenditure of the capital programme to commence early in the new financial year.

#### **4. Implications**

- 4.1 The capital programme cannot deliver its remit unless procurement of a new framework for suppliers of bus shelters is carried out.
- 4.2 The Eastern Shires Purchasing Organisation (ESPO) have agreed to assist the City Council in the procurement process, this will reduce the impact on available staff resources.
- 4.3 Any new shelters will have associated revenue maintenance costs and a separate bid for a revenue budget increase will be required.

#### **5. Background papers**

- 5.1 No background papers were used in the preparation of this report.

#### **6. Appendices**

- 6.1 There are no appendices associated with this report.

## 7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

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To: Executive Councillor for Climate Change & Growth  
Report by: David Roberts, Head of Policy and Projects  
Relevant scrutiny committee: Environment Scrutiny Committee **5 October 2010**  
Wards affected: Trumpington

### **DRAFT APPRAISAL FOR TRUMPINGTON CONSERVATION AREA, AND PROPOSED EXTENSIONS** **Not a Key Decision**

#### **1. Executive summary**

- 1.1 The City Council has duties under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to periodically review its Conservation Area designations, boundaries, and consider any new areas, and under Section 71 of the Act to formulate and publish proposals for the preservation and enhancement of these areas.
- 1.2 Trumpington was the subject of one of the Council's earliest Conservation Area Appraisals, which was published in 1998. This Appraisal, and the Conservation Area boundary, have been reviewed as part of the Pro-Active Conservation Programme. This work was prioritised because of the development pressures affecting Trumpington.
- 1.3 Consultants drafted the Appraisal and proposed boundary extensions. A period of public consultation was held from 23 June to 4 August 2010. The majority of the responses were in favour.
- 1.4 Suggestions have been made for amending the proposed boundary, The recommendation supports some of the suggestions.

#### **2. Recommendations**

- 2.1 The Executive Councillor is recommended to approve designation of the Conservation Area extensions and the content of the draft Appraisal.

### 3. Background

- 3.1 Funding of £30,000 per year for pro-active conservation work has been agreed for each of the financial years 2008-9, 2009-10 and 2010-11.
- 3.2 Conservation Areas are defined as “areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”.
- 3.3 The Trumpington Conservation Area was designated in 1969. The 1998 Appraisal led to the boundary being extended, principally to include Trumpington Hall and associated parkland.
- 3.4 In recent years Trumpington has been subject to major growth pressures. In the recommendations and conclusions of a 2003 report by Landscape Design Associates on Land West of Trumpington Road, Cambridge: Study to Identify the Potential for Development Through Green Belt Release, it was concluded that the green gap between Trumpington and Cambridge (the Green Belt) is important in retaining the feeling of a small city, dominated by its historic core. The Trumpington Meadows development site immediately borders the Conservation Area, with the Clay Farm and Glebe Farm sites close by. These development pressures, and the consequent traffic and other pressures on the public realm, were factors in Trumpington being identified as Cambridge’s only “Conservation Area at risk” in English Heritage’s 2009 survey.
- 3.5 Review of the Trumpington Appraisal was prioritised. Consultants were appointed under the Pro-active Conservation programme. The consultants’ draft was incomplete; it was finalised by officers, prior to public consultation. The consultation concluded on 4 August 2010.
- 3.6 Amenity societies, English Heritage, County Highways and Planning, Environment Agency, the Ward Councillors and the County Councillor were consulted as statutory consultees.
- 3.7 A public exhibition was held on the 9<sup>th</sup> and 10<sup>th</sup> July, with a total attendance of 12 people.
- 3.8 The consultation received 12 written responses all in support of the proposals and many with suggestions for additions to the text and boundary. A summary of the responses has been included as Appendix 1.
- 3.9 As a result of the responses a number of changes were made to the text of the appraisal as well as a change to the proposed boundary as suggested by English Heritage. The boundary now includes the shops and flats behind the open green space of the crescent as well as the

open space itself which was already within the proposed new boundary. Many of the comments have been noted, but no action is thought to be needed. Some of the suggestions are not within the remit of this document. Please refer to Appendix 1 for a summary of the comments.

- 3.10 The revised draft Appraisal is included as Appendix 2.
- 3.11 Members have 2 recommendations to consider. The first is to approve the Conservation Area extensions; the second is to approve the draft Appraisal.
- 3.12 Approval of the Appraisal: the draft Appraisal provides a detailed assessment, in accordance with national best practice, of the area's special architectural or historic interest. That assessment shows that the area, and its proposed extension, clearly meets the statutory Conservation Area criteria of an "area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance". It is therefore recommended that the draft Appraisal be approved and adopted.
- 3.13 The consultants have raised, within the draft Appraisal, the potential for Article 4 (2) direction(s) restricting specified "permitted development" rights; these could be used to help retain original features of the area, for example timber sash windows and front boundary walls. Any such direction would have to be the subject of separate consultation, coupled with preparation of guidance on such features and how they can be retained. This may be something to be considered in the future.

## **4. Implications**

### **Staff**

The extensions to the Conservation Areas will result in some additional workload arising from planning and tree work applications that involve properties and trees in the Conservation Area boundaries.

### **Finance**

The financial implications are set out within the report above.

### **Environmental**

The environmental implications are set out within the report above.

### **Community Safety**

There are no direct community safety implications.

## **Equalities and Diversity**

There are no direct physical equality and diversity implications. Involvement of local people in the work followed the guidance set out in the Statement of Community Involvement.

## **5. Background papers**

These background papers were used in the preparation of this report:

Planning Policy Statement 5

[www.communities.gov.uk/publications/planningandbuilding/pps5](http://www.communities.gov.uk/publications/planningandbuilding/pps5)

English Heritage: Guidance on Conservation Appraisals, February 2006

[www.english-heritage.org.uk/.../guidance-conservation-area-appraisals-2006](http://www.english-heritage.org.uk/.../guidance-conservation-area-appraisals-2006)

Trumpington Conservation Area Appraisal, 1998

<http://www.cambridge.gov.uk/public/docs/Trumpington%20conservation%20area%20appraisal.pdf>

Draft Trumpington Conservation Area Appraisal, July 2010

## **6. Appendices**

### **Appendix 1**

Summary of responses to public consultation

### **Appendix 2**

Trumpington Conservation Area Appraisal, July 2010

## **7. Inspection of papers**

To inspect the background papers or if you have a query on the report please contact:

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## The Trumpington Conservation Area - Draft Appraisal: Summary of Responses

1 = action taken

2 = not within the remit of this document

3 = no action taken

NB: Where the same comments have been made by different methods, these have only been included once e.g. where emails are making the same points as Comments Forms.

	Respondent	Comment	Response	Action
1	English Heritage East of England Region	(i) Extensions welcomed. Possibility of extending further along Grantchester Road to include the terrace, as well as the front gardens which have been included, should be considered. Also the crescent of shops and flats should be considered as part of the expansion of the mid-twentieth century. They are also integral to the open space in front which been put forward for inclusion.	(i) The area along Grantchester Road has been included as part of the open space leading into Trumpington, rather than as part of its developed area. Therefore we are not proposing to include the terrace. The proposal to include the shops and flats at the crescent is considered to be appropriate and the boundary has been altered accordingly.	(i) 1
		(ii) It would be helpful if the descriptions were enhanced to include greater analysis of character features, building types and materials. This could be done graphically and include historic maps.	(ii) Noted	(ii) 3
		(iii) More information should be put in under 9.4 to give greater detail regarding what could be subject to Article 4 Directions.	(iii) Noted	(iii) 1
		(iv) Guidance could be offered to show how the conservation area could be managed positively in the future.	(iv) It is felt that this is covered within the Guidance section.	(iv) 3
		(v) The impact of the Trumpington Meadows development should be addressed more fully within the document.	(v) Noted	(v) 1
2	Natural England	No specific comments	Noted	3

3	Cambridge Past, Present & Future	<p>(i) The issue of the existing conservation area being designated as 'at risk' by English Heritage has not been addressed within the document. Recent renewal of village sign and proposals for the war memorial are steps to improvement and other potential enhancements should be clearly listed and priorities highlighted to achieve available funding.</p> <p>(ii) Strongly recommend inclusion of Byron's Pool with terrace on Grantchester Road.</p> <p>(iii) 3.7 Trumpington was not just an agricultural setting but horticultural too.</p> <p>(iv) 3.8 approaches into Trumpington important, especially the pasture in front of Anstey Hall Farm barn, Hauxton Road trees and Shelford Road.</p> <p>(v) 3.13 Trumpington Hall &amp; Estate colour scheme within village</p> <p>(vi) 3.18 further milestone by Wingate Way should be included with London Road description.</p> <p>(vii) 5.4 War Memorial description needs to include importance of Dr Wingate.</p> <p>(viii) A glossary is needed for more unusual terminology.</p> <p>(ix) 5.25 to 5.36 the boundary at the end of Alpha Terrace should include the gate of Fawcett School and a description should be added. Tree cover and enhancement opportunities should be described.</p> <p>(x) 6.11 and 9.9 it should be made clear that</p>	<p>(i) Text added to document to highlight this matter.</p> <p>(ii) The Community Reserves Officer has been consulted and it was agreed that having Byron's pool within the conservation area would not give it any additional protection.</p> <p>(iii) Text added</p> <p>(iv) Text added regarding area by Anstey Hall Farm barn. The other approaches are considered to be appropriately documented.</p> <p>(v) Noted</p> <p>(vi) Outside of proposed area</p> <p>(vii) Text amended</p> <p>(viii) Noted and may be used in future documents</p> <p>(ix) The inclusion of the gate to Fawcett School is not thought to be necessary. The other point is noted.</p> <p>(x) Text amended.</p>	<p>(i) 1</p> <p>(ii) 3</p> <p>(iii) 1</p> <p>(iv) 1</p> <p>(v) 3</p> <p>(vi) 3</p> <p>(vii) 1</p> <p>(viii) 3</p> <p>(ix) 3</p> <p>(x) 1</p>
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		there are two cemeteries in Trumpington. The one at the junction of Shelford Road and Hauxton Road should not be described as tranquil due to its location. However St May and St Nicholas could be.			
	(xi)	6.12 south-westerly vistas of Anstey Hall should be denoted as significant so that the Trumpington Meadows development can enhance this view.	(xi)	These views are currently not seen by the public and are obscured by trees and hedging. The comment is noted.	(xi) 3
	(xii)	9.11 there needs to be a feasibility study undertaken to link the proposal for 20mph as a city wide scheme.	(xii)	Noted	(xii) 2
	(xiii)	9.3 and 9.12 the enhancement of some front gardens would be beneficial. This could be run as a wider campaign or competition.	(xiii)	Noted	(xiii) 2
	(xiv)	A more detailed wildlife appraisal is required.	(xiv)	Noted	(xiv) 2
	(xv)	9.4 and 9.5 would welcome a detailed discussion to introduce the usage of Article 4 Directions in all conservation areas in the city. Essential to have a set of photographic and other records as a baseline to be regularly reviewed.	(xv)	Noted	(xv) 3
	(xvi)	9.6, 9.7, 9.3 and 9.12 there should be opportunities to improve existing and introduce new larger scale landscape vegetation.	(xvi)	Noted	(xvi) 3
	(xvii)	9.8 seating and street furniture should be integrated throughout the village, including outside of the conservation area to ensure coherent and appropriate enhancements.	(xvii)	Noted	(xvii) 2
	(xviii)	9.10 a review should be undertaken of signage.	(xviii)	Noted	(xviii) 2
	(xix)	9.13 share concerns about Anstey Hall Farm Buildings which are significant to the	(xix)	Noted	(xix) 3

		(xx) setting of the village. 9.14 a maserplan should be prepared and highlighted with the development opportunities within the historic core of the village between Church Lane and Maris Lane, and also near to Lambourn Close.	(xx) Noted	(xx) 2
		(xxi) The maps should be labelled to add key road and building names to improve legibility. Long views of the church spire should be added from Clay Farm.	(xxi) These will be added to the final document where possible.	(xxi) 1
4	Trumpington Residents' Association and Trumpington Local History Group	The appraisal is a very helpful report which is warmly welcomed. (i) There was a low turnout at the exhibition which should not be seen as lack of interest. Perhaps it could have been more actively publicised. (ii) 8.8 surprised that Alpha Terrace was not included in the previous boundary review and support its proposed inclusion now. It is an attractive area, overwhelmed by parked cars and traffic to and from Fawcett School. (iii) 8.9 the inclusion of the open green in front of the crescent is supported. (iv) 8.12 Crossways House, 103 to 107a High Street and Allen Court are supported in principal but further thought should be given about the need to include 105 and 107 as there is a mistake in the dating of these as 17 <sup>th</sup> century in 4.14, but they are correctly described as 20 <sup>th</sup> century on page 35. Do not believe Allen Court to be worthy of inclusion. (v) The boundary should be extended to include Byron's Pool. (vi) 9.5 would welcome regular monitoring and photographic surveys.	(i) Noted (ii) Noted (iii) Noted (iv) The incorrect dating is noted and will be altered in the text. The building is still considered to be worthy of inclusion as is Allen Court which is of historic interest as well being of interesting design. (v) See comments above (vi) Noted	(i) 3 (ii) 3 (iii) 3 (iv) 1 (v) 3 (vi) 3

		(vii) 9.8 believe area around the War Memorial would benefit from improved paving and provision of information panels.	(vii) Noted	(vii) 2
		(viii) 9.10 recognise that the signage and street furniture is necessary but is it inconsistent and the High Street would benefit from higher quality fittings and a more integrated approach. May be more appropriate to pursue once the new transport links are in use. Village could also benefit from new directional signs.	(viii) Noted	(viii) 2
		(ix) 9.11 do not think a 20mph speed limit is realistic. Should be reviewed in 3-5 years after the opening of the Addenbrooke's Road and Guided Bus.	(ix) Noted	(ix) 3
5	Cambridgeshire County Council - Environment	(i) 2.5 Regional Spatial Strategies have been revoked.	(i) Reference to this document has been removed.	(i) 1
		(ii) Comments regarding historical development of the village.	(ii) Noted	(ii) 3
		(iii) The aspiration for a 20mph speed limit is one the County would share.	(iii) Noted	(iii) 3
6	Cambridgeshire County Council - Highways	(i) Comments regarding the historical development of the area.	(i) Noted	(i) 3
		(ii) 4.36 to 4.40 until the number of motor vehicles is significantly reduced, the signage is required. The impression is given that the street is cluttered with useless signs and crossing places whereas they are kept to a minimum.	(ii) Noted	(ii) 3
		(iii) 8.5 design of street furniture is often stipulated by national government. There are limited funds.	(iii) Noted	(iii) 3
7	Environment Agency	There are no objections to the review in principle.	Noted	3

8	5 Comments Sheets received following public consultation	<p>All respondees supported the appraisal and its contents. They also made the following comments:</p> <p>(i) Reservations about the introduction of a 20mph speed limit.</p> <p>(ii) The cottages on the High Street (105 and 107) have been greatly altered and have modern houses in the front, therefore should they be included?</p> <p>(iii) Trumpington Conservation Area as been designated as an area 'at risk' and this is not fully addressed in the document.</p> <p>(iv) The private and commercial properties along the High Street should be tidied up.</p> <p>(v) No mention of the Anstey Way estate the open area of which should be preserved. The Trumpington Orchard is also an asset for local people.</p> <p>(vi) There should be speed cameras on Grantchester Road</p>	<p>(i) Noted</p> <p>(ii) See comments above</p> <p>(iii) See comments above</p> <p>(iv) See comments above</p> <p>(v) Considered, but not thought worthy of inclusion</p> <p>(vi) Noted</p>	<p>(i) 3</p> <p>(ii) 3</p> <p>(iii) 1</p> <p>(iv) 3</p> <p>(v) 3</p> <p>(vi) 3</p>
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**Trumpington Conservation Area Appraisal  
Prepared for Cambridge City Council**

**Produced by Scott Wilson  
April 2009  
Draft Final  
As Amended by ss 06.09.10**

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- 2.0 The Planning Policy Context
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- 5.0 Spatial Analysis
- 6.0 Architectural Overview
- 7.0 Trees, Landscape and Open Spaces
- 8.0 Key Characteristics of the Area
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- 10.0 Guidance
- 11.0 Summary

Appendix I Listed Buildings and Buildings of Local Interest

Appendix II Trees of Note

Appendix III Maps – Protected trees and Buildings and Landscape Features

## **1.0 Introduction**

- 1.1 This appraisal defines the historic development and architectural merit of an area of Trumpington to demonstrate that it is worthy of the existing designation as a Conservation Area. The existing boundaries of the Conservation Area are reviewed, including potential extensions for inclusion.
- 1.2 Trumpington was designated as a Conservation Area in 1969 and is one of eleven designated Conservation Areas within Cambridge.
- 1.3 It has recently been designated as a Conservation Area 'at risk' by English Heritage following their survey in 2009.

## **Method**

- 1.4 Consultants Scott Wilson, working on behalf of the Cambridge City Council, have assessed the historic character of Trumpington and set out measures to ensure the future protection and improvement of the area.

## **Location**

- 1.5 Trumpington is located 3 miles to the south of Cambridge City Centre within a semi-rural setting on the urban edge. Trumpington High Street dissects the village and forms one of the major access routes into Cambridge.
- 1.6 The area includes, among other things, two manor houses, Trumpington Hall and Anstey Hall, and their grounds, St Mary and St Michael Church and cottages dating back to the 16<sup>th</sup> century.
- 1.7 Cambridge will undergo considerable growth over the next few years, with land in this area under pressure from development.

## **2.0 The Planning Policy Context**

### **Legislation**

- 2.1 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a duty on Local Planning Authorities (LPAs) to designate as Conservation Areas any 'areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'.
- 2.2 The special character of Conservation Areas means that the control of development is stricter than in other areas. Therefore: *New buildings and the spaces around them must preserve or improve the character of the area. The siting, scale height, form, details and building materials will all need to be carefully chosen.*

### **National Policy**

- 2.3 Planning Policy Statement 1 (PPS1): Delivering Sustainable Development (2005) outlines the Government's commitment to protecting and enhancing the quality of the historic environment (paragraph 17).
- 2.4 Planning Policy Statement 5: Planning for the Historic Environment (PPS5) advocates that Local Plans should consider the qualities and local distinctiveness of the historic environment and how these can contribute to the development of the spatial vision in the local development framework core strategy. Consideration should also be made of how best to conserve individual, groups or types of heritage assets that are most at risk of loss through neglect, decay or other threats (paragraph HE3.4).

### **Regional Policy**



- 2.5 Policy ENV6 of The East of England Plan states that Local Authorities should identify, protect, conserve and, where appropriate, enhance the historic environment of the region, its archaeology, historic buildings, places and landscapes. The historic city of Cambridge is identified as being especially significant in the East of England.

## **Local Policy**

- Cambridge Local Plan (July 2006) sets out the current policies and proposals for future development and land use to 2016. A summary of Local Plan policies and the major implications of Conservation Area designation are appended to the end of this report.

## **3.0 Summary of Special Interest**

### **Introduction**

- 3.1 Trumpington is a 'village' within the City of Cambridge. Like many of the southern Cambridgeshire villages, Trumpington grew up around the church, largely as an agricultural settlement.
- 3.2 In the Church of St Mary and St Michael, of which parts date from about 1200, though restored by Butterfield in 1876, is a tomb with the famous brass effigy of Sir Roger de Trumpington, dated 1277, which is the second oldest brass in England.
- 3.3 More recent interest stems from the occupation of Anstey Hall and its grounds by the Ministry of Agriculture. Their pioneering work included the development of new strains of potato, with the Maris Piper taking its name from the lane on which the Hall stands.

### **General character**

- 3.4 The area is characterised by the grand manor houses of Trumpington Hall and Anstey Hall and a mixture of

smaller buildings of different ages, including 19<sup>th</sup> century houses under the ownership of Trumpington Hall.

- 3.5 There are a total of 25 Listed Buildings and 9 Building of Local Interest.
- 3.6 There are several attractive walls within the area, for example, the brick and flint parkland wall, near Winchmore Drive, and the stone walls along Anstey Hall Farm, the church and Anstey Hall. There is also a good example of a crinkle crankle wall at Trumpington Hall.

### **Landscape Setting**

- 3.7 Trumpington is surrounded by open agricultural fields to the west and partially to the north and south. The village has strong agricultural, as well as horticultural, connections.
- 3.8 Mature woodland, including the Grantchester Plantation and along the River Cam, the pasture in front of Anstey Hall Farm barn, the wooded grounds of the Church of St Mary and St Michael and large mature trees dispersed throughout the area, lessen the impression of 'urbanity' and create a semi-rural interface between the countryside and the village. Individual trees within the gardens of private properties are important.
- 3.9 Many of the trees are subject to Tree Preservation Orders (TPOs).
- 3.10 There are views of the City, particularly the colleges, from the open farmland to the north and west of the existing Conservation Area, which includes the grounds of Trumpington Hall.

### **Historical Development**

- 3.11 The historical development of the area is an important contributor to Trumpington's sense of place. It manifests itself not just in the character of individual buildings, but in the way they are laid out (the street pattern and building line), the mix of building types, and in the landscape and trees.
- 3.12 The village's history can be traced back beyond the Domesday Book. Certainly there were Norman Manors, one belonging to the Beaufores which was the origin of what is today Anstey Hall.
- 3.13 Edmund Bacchus rebuilt the Hall probably in the late 16<sup>th</sup> century, and elements of this house can still be found in the present building. Anthony Thompson reconstructed it again in 1685 giving it its red brick walls, hipped roof and north front with Ionic columns and pediment. The Anstey's (who renamed it) owned the house in the 18<sup>th</sup> and 19<sup>th</sup> centuries, before it was bought by the Foster family (Cambridge bankers) who added the outbuildings in the 1860s and 1880s. The Hall was further extended and remodelled internally in 1909, was requisitioned by the Government in 1941, and was then used by the Ministry of Agriculture from 1951. It now lies in private ownership.
- 3.14 Trumpington Hall was originally a Norman Manor belonging to Eustace, Count of Boulogne. The Manor changed hands several times before being acquired in 1675 by the Lord Chief Justice of England, Sir Francis Pemberton. It has remained in the same family ownership since then. The current house incorporates elements of a Tudor mansion, though it is substantially of the 18<sup>th</sup> century with 19<sup>th</sup> century alterations.
- 3.15 The two ancient manors represented by the current Anstey and Trumpington Halls met along the Grantchester Road, leading to the development of the village at the crossing of Grantchester Road and the road to London.

- 3.16 In 1750 the village was described as “*one of the pleasantest Villages in the Kingdom, being on good Soil, a pleasant River running by it, fine Meadows about it, and surrounded with delightful Groves, and also a fine Turnpike Road*”.
- 3.17 The village of Trumpington was surrounded on all sides by open fields and commons. These were not ‘enclosed’ until 1801. The later 19<sup>th</sup> century ‘estate’ houses in the grounds of Trumpington Hall, opposite the church and on the High Street, show how ‘enclosure’ changed agricultural working practices.
- 3.18 The Green Man Inn dates from 15<sup>th</sup> century and with the exception of the church, this is the oldest building in the village.
- 3.19 The London road was maintained from 1584 at the bequest of Henry Harvey, Master of Trinity Hall (one of the surviving milestones is located to the north of the village). However, by the 18<sup>th</sup> century, the roads were deteriorating, and the Turnpike Trusts were set up to improve conditions. Originally, the Royston road was the favoured route to London, but in the early 19<sup>th</sup> century, a rival turnpike was set up along the Shelford Road. The Toll House opposite Shelford Road still survives.
- 3.20 The 17<sup>th</sup> and 18<sup>th</sup> century cottages along the west side of the High Street from Wingate Way to the War Memorial are considerably below the level of the road, proving the extent to which the road level has been made up over the years.
- 3.21 The improvement of the roads during the 19<sup>th</sup> and 20<sup>th</sup> century has seen the commercial centre of the village concentrated along the High Street with attendant ‘ribbon developments’ of housing, as well as public houses and petrol filling stations.

- 3.22 Despite the considerable expansion of Trumpington to the north and east, the two distinct cores around the church and War Memorial still retain their considerable character. The War Memorial, designed and carved by Eric Gill, was built on the exact spot of the old and long-forgotten village cross and is considered one of the finest in the country.

## Archaeology

- 3.23 Cambridgeshire has been settled since at least the Bronze Age.
- 3.24 A settlement close to the ford over the River Cam, later leading to Grantchester, was probably established in the early Iron Age and continued into the Roman periods. Early Iron Age settlements are often placed in pairs; Trumpington and Grantchester across the river form just such a pair.
- 3.25 A Roman cemetery to the north with pottery and metalware was found in the early 18<sup>th</sup> century and there was an early Anglo-Saxon cemetery nearby at Dam Hill.
- 3.26 Trumpington has been relatively populous since medieval times. Records show that 33 peasants, and four slaves inhabited the settlement in 1086 and around 100 people held land in 1279, accommodated in 80 houses and cottages. The village's population has grown steadily to the present day (7340 in 2008).
- 3.27 The village stood near the river, at the intersection of the main road from Royston through Harston to Cambridge. A road called the Moorway, circa 1600, passing north west of the settlement from Great Shelford to Grantchester, crossed the river by a ford until Brasley Bridge was built there in 1790, passing through lands subject to flooding. The tollgate keeper's house was constructed in 1811 with a weighing machine at the south entrance of the village.

## **History of the Plant Breeding Institute**

- 3.28 The Board of Agriculture set up the Plant Breeding Institution (PBI) in 1912 within the Cambridge University School of Agriculture. Initially it was devoted to improving wheat varieties to achieve better grain. In 1948 the PBI severed its links with Cambridge University and was established as an Agricultural Research Council, and in 1955 moved from the University Farm to Trumpington. By now it included sections working on cereals, forage crops, potatoes, sugar beet and cytogenetics. The Maris Piper potato was bred in Trumpington and was named after Maris Lane.
- 3.29 The Agricultural and Food Research Council re-organised into eight institutes and the PBI was sold to Unilever in 1987.

## **4.0 Spatial Analysis**

### **The High Street, from Alpha Terrace to the War Memorial**

- 4.1 This area represents the gateway to the village from the north. This is the first point at which the buildings line both sides of the road and a feeling of enclosure is created.

#### **Alpha Terrace**

- 4.2 Alpha Terrace includes 19<sup>th</sup> century terrace housing, interspersed with detached dwellings of different ages.
- 4.3 The car park of 47 High Street (Home Affairs), a large detached building on the corner of Alpha Terrace, and the front garden of a bungalow on Scotsdowne Road create a relatively open feel at the beginning of the road, which becomes more enclosed at the church.
- 4.4 The church and adjoining buildings of the Cambridge Christian Centre, are large in mass, however the front of

the church continues the strong building line developed by the terraced housing.

- 4.5 The height of the buildings in relation to the narrow road and narrow pavements create a strong sense of enclosure, for much of the length of the street. The building materials and eaves height and pitched roofs create a strong sense of homogeneity. This is disrupted where buildings have been set back from the street without the provision of a brick boundary wall.

## **High Street**

- 4.6 There are different building forms along the east side of the road, including number 47, a large detached period property, smaller semi detached buildings, as well as the substantial Green Man inn, garden and entrance to the car park.
- 4.7 The petrol filling station is obtrusive and modern houses on Lambourn Close and Gayton Close do not fit well within the traditional street in terms of architecture. However the residential properties do attempt to address the High Street in a traditional manner with front doors opening onto the street.
- 4.8 A row of 17<sup>th</sup> and 18<sup>th</sup> century cottages, 22 to 30, which have been built on the footpath edge, maintain the village character on the west side of the road. Their scale and general form ensures they sit happily in the street.
- 4.9 The former Coach and Horses public house, now the Wok n' Grill, is a substantial 17<sup>th</sup> century building. The three storey houses on Winchmore Drive fail to respect the form or orientation of the traditional village buildings and are large incongruous blocks set between detached cottages and the paddocks of Trumpington Hall. The car park of the Coach and Horses and the parking at the front of the houses further accentuates the incompatibility of the development with older parts of the village.

- 4.10 The War Memorial, a major focal point of the village, and the main entrance to Trumpington Hall are attractive features in an open setting. The lodge located within the grounds of the Hall is sympathetic to its surroundings.

### **The High Street from Church Lane to Hauxton Road**

- 4.11 The Village Hall that accommodates Trumpington surgery on the corner of Beverley Way is a strong feature, and like No 40, can be viewed from the north. The Tally Ho public house is another large building, which is followed by semi detached properties, 79 to 93, some modern and others 19<sup>th</sup> century estate cottages, although of a similar form and mass.
- 4.12 The 1970s buildings along Lambourne Close, Gayton Close and Beverley Way, have a modern layout, which is inconsistent with the historic character of the village.
- 4.13 The crescent of shops and flats along Anstey Way are bulky and introduce a different character to this part of the village. The open space in front is a pleasant break from the run of buildings and is therefore included in the Conservation Area.
- 4.14 The modern detached properties are incongruous, with some of them being built in the grounds of and screening 20<sup>th</sup> century cottages, which are located down a long drive. These properties are set back from the road and therefore lack a sense of enclosure provided by the more traditional village buildings.
- 4.15 The late 19<sup>th</sup>/early 20<sup>th</sup> century cottages at the corner of Shelford Road are attractive and are an early example of 'ribbon development'. The cemetery on the opposite side of the road provides an area of open space, however



trees and hedgerows around its boundary neatly define the edge of the old part of the village.

- 4.16 Allen Court, adjacent to the cemetery, contains six detached mid 20<sup>th</sup> century bungalows in a cul-de-sac. They were built as homes for retired clergymen or their widows in 1964. Their square plan, pyramidal roofs and designed landscape are a positive feature in the Conservation Area.
- 4.17 Bidwells' office building, Stone Cross, on the corner of Church Lane, has an awkward relationship with the adjoining buildings and the car park does little to enhance the village's character. Whilst Whitlocks, a block of flats south of Bidwells' offices, is clearly a building of its age rather than making any attempt to blend with the detailing and proportions of the traditional village designs. The Shell Petrol filling station is one of the most incongruous features due to its scale and orientation, as well as materials and signage.
- 4.18 Despite this, a sense of the village character still survives along the west side of the road. The traditional cottages, Nos 50 and 52, are attractive and representative of the historic building form.
- 4.19 Further south, considerable development has been accommodated within the second half of the 20<sup>th</sup> century. The supermarket, Waitrose, and associated car parking, is a large retail unit, which is set back from the road.
- 4.20 The toll house and weighbridge, built along the Cambridge Turnpike, create a strong western boundary on the corner of the High Street and Maris Lane. On the opposite corner, Bidwells House creates the other built up side of the street.

## **Grantchester Road**

- 4.21 This approach to the village, from the west, is characterised by the trees in the grounds of Trumpington Hall (Grantchester Road Plantation) and trees along southern side of the Road. Woodend is a terrace of estate houses that sit well along the road, and are well sheltered by these trees.
- 4.22 Trumpington Hall and Anstey Hall are located to the west of the High Street and are set in substantial private grounds, including parkland and paddocks. These spaces and views into the grounds of Trumpington Hall in particular are important characteristics of the village.
- 4.23 Anstey Hall Farm includes a number of large outbuildings. The most important of these are the pyramidal roofed dovecote and large weatherboarded barn as they create a strong feature on entering the village from Grantchester.
- 4.24 The Church of St Mary and St Michael forms the nucleus of the historic part of the village and the Vicarage is of a scale, mass and form that complements the street.
- 4.25 There is a mixture of 17<sup>th</sup> to 19<sup>th</sup> century houses situated along the winding 'country' lanes of Church Lane, Maris Lane and Grantchester Road. On the north side of the road are 17<sup>th</sup> century cottages and a group of 19<sup>th</sup> century estate cottages of pleasant scale.
- 4.26 The low key road into Campbell Lane is not intrusive in the village scene, and leads to a cul-de-sac of 1970s semi-detached houses.
- 4.27 Many of the buildings, including the school house for the adjoining school, are visible due to the junction of the three roads. The bend in Grantchester Road means the scene constantly changes along it.
- 4.28 The walls bounding Church Farm, the church and churchyard, and Anstey Hall create a strong line, complementing the buildings on the northern side of the

road. The gravelled areas opposite the old school are used for parking, which disrupts the attractive street.

### **Church Lane**

- 4.29 The 'Old House', a small former lock-up shop, and a row of pleasant brick 19<sup>th</sup> century cottages are attractive and while different in form, complement each other. In contrast, three semi detached pairs of former Local Authority houses, which are set back from the road, and the car park of Bidwells do not fit with the historic character of the street.
- 4.30 The west side of the road is more open with paddocks behind the brick and flint wall, which forms the boundary between the road and the parkland of Trumpington Hall. These spaces and views are an important characteristic of the village.
- 4.31 The Unicorn public house is a prominent building in the historic part of the village, although the car park is unattractive and there is a lack of any meaningful boundary to the footpath edge.

### **Maris Lane**

- 4.32 The lane contains only two buildings of particular note – Maris House, which is well proportioned and virtually opposite the former lodge to Anstey Hall.
- 4.33 A sense of enclosure is provided by the Church Farm buildings and the boundary walls and outbuildings to Anstey Hall, which also ensure that the village retains an agricultural feel.
- 4.34 At its southern end, the character wanes due to the scale of the Bidwells office building, Campbell House, Enterprise House, and a number of other converted farm buildings and parking areas, which are set around a courtyard.

- 4.35 The former gault brick coach house to Anstey Hall, has been successfully converted to business use, however, a number of intrusive signs feature on the forecourt.

### **Traffic on the High Street**

- 4.36 The High Street is a major arterial road leading to Cambridge from the south and creates a substantial barrier to accessing some areas of the village.
- 4.37 There are pedestrian controlled crossings in four places, including two opposite the Cemetery, one opposite the 47 High Street and another opposite the crescent of shops. These are an intrusion into the character of the Conservation Area.
- 4.38 A total of three bus shelters are located along the High Street, outside the front of the Coach and Horses Wok n' Grill, the Green Man inn and the Shell filling station, which are utilitarian and unattractive.
- 4.39 The traffic signs and lights along the High Street are out of character with the vernacular buildings.
- 4.40 The bollards at the junction of High Street and Church Lane have a negative impact on the village's visual character, although they are part of the traffic calming measures that are in place in the village.

### **5.0 Architectural Overview**

- 5.1 Trumpington Conservation Area has buildings dating from almost every period of history and style of property typical of the region are present.

### **Winchmore Drive**

- 5.2 This modern development of 20 three storey houses was developed as a cul-de-sac behind the High Street in the

1960s. Typical of the period the brown brick and tile hung, flat roofed terraced buildings have a strong vertical emphasis enhanced by the staggered frontage. The use of the ground floor for garages creates a lack of surveillance at ground floor level. The original windows have been replaced with uPVC double glazed windows of various patterns, which destroy the homogeneity of the group. These buildings generally harm the character of the Conservation Area, but due to their location form an integral part of it.

### **Campbell Lane**

- 5.3 This lane consists of a cul-de-sac of semi-detached buildings built in white brick. These are set back from the street with internal garages, and dominant horizontal porch and single storey element.

### **High Street (from Alpha Terrace to the Toll House)**

- 5.4 The grade II\* listed stone War Memorial was designed by Eric Gill for Dr Wingate who commissioned and paid for it. The square plinth is supported by a square pedestal with three steps. Apart from the north side each face of the memorial holds inscriptions. The square plinth tapers to a Latin cross with a carving on each of the lower panels.
- 5.5 The Lodge to Trumpington Hall is a red brick 'cottage orne' with a steeply pitched roof and leaded light windows.
- 5.6 The Village Hall and Surgery was built in 1908, and later extended. Built of red brick under a pitched roof the single storey hall has an Arts and Crafts style, with large windows in the gables lighting the space beyond. The extension to the rear is similarly built in red brick, but under a flat roof.
- 5.7 The Tally Ho public house is a two storey rendered building which has had a number of alterations including

the leaded bay windows and porch. The core of the building is likely to date from the 18<sup>th</sup> century. The curved coving to the eaves of the roof is the most notable architectural feature of the building. It is slightly set back from the street, but lacks any boundary treatment.

- 5.8 A group of semi-detached and detached one and a half to two storey Victorian/Edwardian houses built of gault brick. Dormers, gables and chimneys add significant interest to the tiled or slated roofs on these small cottage styled buildings. They are set back behind small gardens.
- 5.9 The Coach and Horses Public House is a 17<sup>th</sup> century timber-framed and rendered building with a hipped tile roof. The building was remodelled in the 18<sup>th</sup> century and the ground floor of the front of the building has been refaced with modern bricks. The building features an early 19<sup>th</sup> century brick west wing with vertical sliding sashes. This is a grade II listed building and a comprehensive architectural description can be found in RCHM (1959) An Inventory of the Historic Monuments in the City of Cambridge (Part I) and Pevsner, N (1970) Cambridgeshire (The Buildings of England), England, Penguin Books.
- 5.10 The Green Man inn dates from the 15<sup>th</sup> century. This timber-framed and rendered building has a plain tile roof and gabled cross wings. Several areas have been refaced in brick. The southern wing and two later bays have been added to the front of the building. This is a grade II listed building and a comprehensive architectural description can be found in RCHM (1959) An Inventory of the Historic Monuments in the City of Cambridge (Part I) and Pevsner, N (1970) Cambridgeshire (The Buildings of England), England, Penguin Books.
- 5.11 Nos 22, 24 and 26 were built in 18<sup>th</sup> century of one and a half storeys of red brick with a thatched roof. They are located directly on to the street. These are listed grade II.

- 5.12 No. 30 is grade II listed and dates from the 17<sup>th</sup> century. Set on the street it is built of red brick with tiled roof and was extended and re-roofed in the 18<sup>th</sup> century. The windows are sliding sashes below and leaded casements above.
- 5.13 No. 40 (Hobby Stores) built in the mid 20<sup>th</sup> century is a two and a half storey building constructed of red brick. The original shopfront, the brick detailing on the gable and above the house entrance together with the diagonally set chimneys makes it of minor visual interest. The building makes a positive contribution to the character of the Conservation Area.
- 5.14 Nos 40-46 are gault brick houses under slate roofs. The windows and doors have been replaced. The chimneys are decorative.
- 5.15 Nos 45-51 form a group of attractive Victorian gault brick buildings. No. 47 has been converted to retail use.
- 5.16 No. 50, a red brick Georgian house, retains its slate roof and timber sliding sashes. It is set some distance from the street, within its own grounds, giving a degree of privacy. Consideration should be given to adding this to the Buildings of Local Interest.
- 5.17 No. 52 is an 18<sup>th</sup> century timber-framed and rendered building with a central chimneystack and leaded glazing in the windows and the end wall gabled.
- 5.18 Nos 54 and 56 are commercial premises set back from the road. A house built in the 1960s has been extended forward and to the south to form the shops. No. 58 is a petrol station with its associated flat large high level canopy set in a sizeable area of tarmac. Bidwells' commercial office, Campbell House, a two and a half storey structure built in 1968 of brown brick with structural horizontal concrete banding under a lead roof, is set at an angle to the street. It lies in a landmark position in the

Conservation Area, and does not relate directly to the High Street. This group of buildings are alien to the historic character of Trumpington and harm the architectural interest of the Conservation Area.

- 5.19 Nos 60- 62, date from the early 19<sup>th</sup> century, built of gault brick under a hipped slate roof this was a toll-house. The building features sash windows with glazing bars. No. 62 is set close to the road.
- 5.20 Bidwells' commercial office building, on the junction with Church Lane, Stone Cross, is back of pavement to the High Street, with a number of plate glass display windows at ground floor level. At first floor level the building is set significantly back from the street. The building is also visible from the north and from Church Lane. This building is in a landmark location, and yet relates poorly to Church Lane and is unsympathetic to the character of the area.
- 5.21 Nos 1-12 and 14-45 Whitlocks is a relatively newly developed block of flats. The overhanging eaves and division of the building into bays reduces its bulk and adds architectural interest.
- 5.22 Nos 1-4 Sloane Court is a development of uninspiringly designed flats close to the road. These are constructed of a red brown brick with picture windows, typical of the 1960/70s.

### **Southern High Street to Shelford Road**

- 5.23 Nos 109-119 (odds) High Street and 1-27 (odds) Shelford Road are a group of Victorian/Edwardian houses of similar age to those of Alpha Terrace. They are set back from the road behind small front gardens and generally have either a single or double storey projecting bay window. These are important as a group of relatively homogenous buildings, in an otherwise varied street.



- 5.24 The Cemetery lych gate is a close studded and rendered structure set under a tiled roof.

## **Alpha Terrace**

- 5.25 Consists mostly of speculatively built two storey terraced Victorian and Edwardian houses built in a number of rows, separated by alleys to provide rear access. These gault brick buildings were constructed by different builders with various architectural details which include red brick banding, decorative brick or stone lintels and slate roofs. A significant number of the original vertical sliding sashes survive, usually two panes over two, however Nos 26-40 (even) have grander ground floor windows with a narrow sliding sash to each side of the main window separated by mullions.
- 5.26 Nos 42-44 (even) each have a ground floor canted bay window with two windows above and a wider street frontage. Nos 50-56, and 88-90 (even), are semi-detached houses with wide street frontages and paired sash windows.
- 5.27 Most of the houses in the street maintain traditional style timber front doors.
- 5.28 A number of the buildings have been painted and have replacement windows, which detracts from the general character of the terraced houses.
- 5.29 Nos 46 and 71 are gault brick detached houses, probably dating to 1920/40s. Set back from the street they have a neutral impact on the Conservation Area, the latter is the largest house in the street. Nos 55 and 57 are of similar style, but have been painted and the former has a modern front porch, all of which detract from the character of the houses. No's 63-65 are a semi-detached reflected pair.
- 5.30 No. 48 is also constructed of gault brick, but its colour when combined with the brown stained windows, wide

street frontage and integral garage, present alien features to the street and it has a negative impact on the Conservation Area.

- 5.31 No. 51 is a detached 1960s home set back from the street behind a car parking area. Its hipped red tiled roof and large picture windows are uncharacteristic of the street. It has a neutral impact on the character of the street.
- 5.32 No. 53 is a single storey gault painted house dominated by its roof. It is partially hidden behind its hedged front garden.
- 5.33 Nos 59-61 (odds), is a pair of significantly altered houses set behind front gardens, which despite the hedge are converted to car parking. Nos 67-69 (odds) are of a similar style but these retain their character and are sympathetic with the character of the older houses.
- 5.34 Detached Nos 73 and 75 have been/are being modernised, these are rendered properties, albeit that the former has remnants of brick detailing. The use of render is alien to the street.
- 5.35 No. 96 is the grandest house on the street built in 1906, with a date stone marked C.F. It has a two storey canted bay. It has been extended to the east into what appears to have been a flat roofed garage, giving an unusual window form which detracts from the character of the house and the Conservation Area.
- 5.36 The Free Chapel was built in 1899 and was shortly followed by the Sunday School, to the rear. Built of gault brick, with red brick detailing, under a pitched slate roof these buildings are of small scale. A number of additions have been made including a flat roofed lean-to structure with unsympathetic external roller shutters. The building fronts Alpha Terrace and is set back from Scotsdowne Road, which allows the building to be read as a whole.

## **Allen Court**

- 5.37 Six single storey square plan houses set around a cul-de-sac built in 1964. The low pitch slate roof with central brick/rendered chimney over rendered walls give this street a unique character. The tall flanking garden walls have been built of hollow breeze blocks, which have variously been set on their sides to form a pattern in the wall.

## **Maris Lane to Grantchester Road**

- 5.38 This forms the historic core of the village, with the central section of High Street and Church Lane.
- 5.39 Anstey Hall Farm is a group of agricultural buildings which date from the 17<sup>th</sup> century and include a number of listed structures on a complex plan form. The various styles reflect the agricultural practice at the time that they were built. There are clear views of the western range of buildings, which includes the timber threshing barn and dovecote (both listed grade II), from the west. These buildings are in poor condition without apparent use, which puts them at significant risk from further decay. They are attractive historic buildings, but their poor condition means that they significantly harm the character of the Conservation Area. The northern most part of the west range appears to be in better condition and occupied. A comprehensive architectural description can be found in RCHM (1959) and An Inventory of the Historic Monuments in the City of Cambridge (Part I) and Pevsner, N (1970) Cambridgeshire (The Buildings of England), England, Penguin Books.
- 5.40 Anstey Hall Farmhouse is in good condition, of multiple build periods with the core dating from the 17<sup>th</sup> century, it sits directly on the street and is listed grade II. The garden wall is independently listed as grade II.

- 5.41 The brick built Vicarage, 1 Grantchester Road, is dated c.1733 and sits within landscaped grounds and is only partially visible from the road. It is grade II listed. An 'L' shaped ancillary gault brick building, now used for garaging, is set a little way back from the street, hiding the Vicarage from view. A comprehensive architectural description can be found in RCHM (1959) and An Inventory of the Historic Monuments in the City of Cambridge (Part I) and Pevsner, N (1970) Cambridgeshire (The Buildings of England), England, Penguin Books.
- 5.42 Nos 2-8 Grantchester Road (even) are two sets of semi-detached gault brick houses under slated roofs. They have gable ends as well as flank walls facing the street. Although of different build periods, they form an attractive group set behind small front gardens, with long rear gardens.
- 5.43 Nos 10- 12 Grantchester Road (even) were built in the early 19<sup>th</sup> century. Listed grade II, the gault brick houses have a slate mansard roof and a carriage arch set between them.
- 5.44 Nos 16 and 18 Grantchester Road are dated 1654. Listed grade II, these modernised timber-framed and rendered properties have a tiled roof. These buildings are set back from the street behind gardens.
- 5.45 Nos 20 and 22 Grantchester Road are of late 17<sup>th</sup>/ early 18<sup>th</sup> century date, and are timber-framed, one and a half storeys with thatched roofs and tiled aprons to the dormers. Lower part of the ground floor is weatherboarded and the rest rendered. The properties feature modern sliding sashes and casements. This property is a grade II Listed Building.
- 5.46 The Church of St Mary and St Michael is listed grade B, dating to the 13<sup>th</sup> and 14<sup>th</sup> centuries and is set back from the road within the churchyard. The Church was restored

greatly in the 19<sup>th</sup> century by William Butterfield, who refaced the exterior in fine buff Bath stone, though parts of the original Barnack stone can still be found. The churchyard wall is separately listed and is of 17<sup>th</sup> or 18<sup>th</sup> century in date. A comprehensive architectural description can be found in RCHM (1959) and An Inventory of the Historic Monuments in the City of Cambridge (Part I) and Pevsner, N (1970) Cambridgeshire (The Buildings of England), England, Penguin Books.

- 5.47 Maris House is listed grade II, built c.1800. This red brick building with tiled 'M' shaped roof is of two and a half storeys and has casement windows. It is set back in its own gardens behind a red brick wall topped with a hedge. A comprehensive architectural description can be found in RCHM (1959) and An Inventory of the Historic Monuments in the City of Cambridge (Part I) and Pevsner, N (1970) Cambridgeshire (The Buildings of England), England, Penguin Books.
- 5.48 The historic Church Farm has long been converted to individual business units. These have been significantly altered and a number of new structures added. Much of the development is hidden from view behind Enterprise and Kelford Houses, which are set on the street edge. Kelford House is a former single storey gault brick farm building under a slate roof, probably of 19<sup>th</sup> century date. Enterprise House is an infill building of red brick under a mansard tiled roof, built in 1979. Its scale height, and brick colour detract from the smaller scale gault brick buildings to either side.
- 5.49 Anstey Hall is listed grade I but is not particularly visible from the street as it is set behind an entrance lodge (1865), attached outbuildings, entrance gates and the Coach House. It is constructed of red brick with stone dressings. The gateway of Anstey Hall is 18<sup>th</sup> century, and the brick piers feature stone quoins, stone caps, cast-iron lamp finials and wrought-iron gates. The Coach House is another single storey building which has been

adapted for commercial use. Built of gault brick under a steeply pitched tiled roof, it is slightly set back from the street. Its varying window patterns, roof top white painted decorative louvres and skylights provide variety and interest to the street. A comprehensive architectural description can be found in Royal Commission of Historic Monuments (1959) An Inventory of the Historic Monuments in the City of Cambridge (Part I) and Pevsner, N (1970) Cambridgeshire (The Buildings of England), England, Penguin Books.

- 5.50 Trumpington Hall is listed grade II and was built c1710. A red brick half H-shaped house with hipped slate roofs. All of the ground floor windows were replaced in 1826. On the south end of the building there is a projecting three sided bay. In the 19<sup>th</sup> century the building was heightened and re-roofed and in the 20<sup>th</sup> century various additions and alterations were made. Wall, gates and gate piers to the forecourt were also built c1710. Constructed of red brick, the wall has ten square piers set diagonally. The tall red brick gate-piers have urn finials. The double gates are wrought-iron. A comprehensive architectural description can be found in the RCHM and Pevsner guide (see above for full details).

## **Church Lane**

- 5.51 The street contains a variety of buildings from 17/18<sup>th</sup> century to the 1940s.
- 5.52 The boundary wall to Trumpington Hall and a number of other properties in the street form an important built part of the street due to their location at the back of the pavement on a relatively narrow street. Using brick and flint, with the occasional stone capping the walls are constructed of local materials and generally have a positive impact on the street.
- 5.53 The Unicorn public house has undergone significant alteration and extension in all directions with little of the

original two bay one and a half storey building remaining unaltered. The late 20<sup>th</sup> century flat roofed extension to the north are untypical of the area. The substantial accommodation block and open link building extends the building significantly. The large area of hard landscaped car park, and post and chain boundary treatment forms a particularly negative impact in this part of the Conservation Area.

- 5.54 The six brown/red brick two storey 1940s semi-detached houses are set back from the street behind matching boundary walls with mature gardens. There has been a degree of alteration in terms of window alteration and extension, but these are harmonious with the character of the buildings, which have a neutral impact on the Conservation Area.
- 5.55 No. 21 was built as the school house c.1857, and is thought to have been designed by William Butterfield. The detached house is set back from the street within its own grounds behind a knapped flint wall topped with a hedge. This gault brick house is set under a pitched tiled roof, but is hardly visible from the street. The ornate gable end is one of the village's most striking and attractive features. Either side of this house are white painted buildings – the old school to the west and the Unicorn public house to the north. White painted walls have become a characteristic of parts of the village. Traditional lime wash had a matt finish and off-white tones which have a softer appearance than modern paints.
- 5.56 The old school, now a day nursery, is constructed of white painted brick under a tile roof in mock 17<sup>th</sup> century style, popular for schools built in the early 19<sup>th</sup> century. The roof is 'M' shaped.
- 5.57 Old House dates from the late 16<sup>th</sup> century and is listed grade II\*. Set on the edge of the road, it shows the typical use of narrow red bricks and crow-stepped gables of a high status building of this period. It was extended to the south west with a one and a half storey structure set

under a mansard roof, which was built in 1924. A comprehensive architectural description can be found in RCHM and Pevsner, N (1970) Cambridgeshire (The Buildings of England), England, Penguin Books.

- 5.58 The remainder of the buildings in the street comprise two sets of two storey Victorian houses set on the road, without front gardens. They are constructed of brick. That to Elm and Cedar cottages are painted white and the original had multi paned timber sliding sashes which have now been replaced with unsympathetically styled windows and doors. Between the two sets of houses lies a former shop, with its shopfront still intact, dating to the late Victorian or Edwardian period. The more westerly houses retain their original brick finish, and although their windows have been replaced with uPVC double glazing, they retain their casement proportions and are set back within the elevation. These three buildings form an attractive group.

## **Hauxton Road**

- 5.59 The new supermarket is hidden to a degree behind a landscaped belt of trees. However this large volume structure, where glimpsed through gaps, has a horizontal emphasis, which is out of character with the Conservation Area.

## **6.0 Trees, Landscape and Open Spaces**

- 6.1 There are a number of group and individually protected trees within and adjacent to the Conservation Area.
- 6.2 Trees are spaced intermittently along the High Street. The trees in the garden of No. 30 make a significant contribution to the character of the street and Winchmore Drive. Those around the Green Man inn are major landmarks in the street and are protected under a Tree Preservation Order (TPO). The avenue of trees within the



grounds of Trumpington Hall visually links Trumpington Hall lodge with the Hall itself.

- 6.3 The trees in the garden of No. 50 are important, not only to the setting of the adjoining buildings, but also in long views. Protected mature trees are situated behind the Toll House and Weighbridge partially screening the supermarket from Hauxton Road.
- 6.4 The Cedar of Lebanon and Scots Pine trees in the cemetery can be viewed from Hauxton Road and block vistas down the road. The cemetery also contains an avenue of yews along the entrance path leading from the lychgate, and a number of smaller ornamental trees such as cherry.
- 6.5 From Grantchester, the trees in the grounds of Trumpington Hall define the edge of the road. The Grantchester Road Plantation is an important entrance to the village. From the riverside footpath, glimpses of Trumpington Hall, the Church and Anstey Hall through the trees are very important to the village setting. Trumpington Hall is very important to the historical development of the village, and its trees and spaces are the backcloth to the village and the Hall.
- 6.6 The tree screen around Anstey Hall, as well as the agricultural buildings of Anstey Hall Farm, are important in framing views south east from the end of Grantchester Road. Mature trees within the graveyard of the Church are also important to the character of this part of the village.
- 6.7 A number of TPO trees appear to have been removed from the vicinity of the supermarket.
- 6.8 The key individual trees are:
  - Trees within the front garden of No. 30 High Street

6.9 The key groups of trees are:

- Grantchester Woodland Plantation
- Fairly young tree belt visually linking Trumpington Hall Lodge and the Hall itself
- Trees within the grounds of the Coach and Horses Wok n' Grill
- Trees within the grounds of the Green Man inn, protected by TPOs
- Trees within the front garden of No.50 High Street
- Tree adjacent to the Coach House, Maris Lane
- Yew avenue within the cemetery
- Trees around the cemetery
- Trees around the supermarket
- Trees within the churchyard
- Trees between the River Cam and the village.

## **Open Space**

- 6.10 Agricultural fields are located to the west and partially to the south and north of the village. There is a picnic site and wooded riverside walk to Byron's Pool, the only public access to the river and countryside.
- 6.11 There is a grassed open space in front of the crescent of shops on the High Street. The cemetery and churchyard are quiet areas for contemplation.
- 6.12 The open parkland and paddocks of Trumpington Hall are significant green spaces within the village, and can be viewed from Winchmore Drive. The gardens and the grounds of Anstey Hall are vital to the setting of the buildings and the character of the Conservation Area as a whole. However, there is no public access to these private grounds.
- 6.13 There are two further small areas which could be considered to be open space, the areas around the War Memorial and the Village Sign, as they offer a break

between buildings. These areas are, however, close to the busy High Street and would benefit from enhancement.

## **7.0 Key Characteristics of the Area**

- 7.1 Some key elements are fundamental to giving the area a sense of place and are discussed in turn.

### **Uses**

- 7.2 There is a wide range of activities, including residential, agricultural and commercial uses within the village.

### **Buildings**

- 7.3 The scale of the buildings greatly varies, from grand manor houses, a large supermarket, church and office buildings, to individual detached houses and smaller terrace housing.
- 7.4 There is a mix of buildings of different ages, ranging from 15<sup>th</sup> to late 20<sup>th</sup> century.
- 7.5 The buildings range in height from one to three storey homes, shops and offices. These commercial uses are usually taller and larger than the residential properties. There are a few landmark tall structures such as the water tower at Antsey Hall and the church tower.
- 7.6 There is a quite wide palette of buildings materials including red or red/ brown brick and a limited number of rendered timber framed houses with some weatherboarding on early vernacular buildings. Gault brick buildings are usually 19<sup>th</sup> century houses. Roofs are usually covered in clay tiles or thatch for early buildings with Welsh slate for 19<sup>th</sup> and early 20<sup>th</sup> century buildings. In the later 20<sup>th</sup> century there is a return to the use of tiles, often concrete.

- 7.7 The design of the modern buildings is generally unsympathetic to the traditional character of the village.

## **Streets and Spaces**

- 7.8 Rural setting to the west and partly to the north and south of the village.
- 7.9 High Street is a busy narrow street with a mix of building styles. A number of these buildings are set within their landscaped grounds or behind small gardens. Yet other property is set directly on the street. The central area of the High Street has the greatest diversity and is in need of enhancement.
- 7.10 Maris and Church Lanes and Grantchester Road have a combination of narrow curving streets with strongly defined edges, in the form of boundary walls, buildings, hedgerows and trees. The combination of landscaping and buildings serves to bring the countryside into the village.
- 7.11 A number of car parks within the Conservation Area, with minimal soft landscaping, have significant areas of hard standing which harm the character of the area.
- 7.12 The cemetery, churchyard and open space in front of the crescent of shops add interest to the Conservation Area.
- 7.13 The War Memorial and Village Sign are given insufficient dominance in the Conservation Area, these should be highlighted.
- 7.14 There are a large number of visually important trees, many of which are within the manor house grounds.

## **8.0 Issues**

- 8.1 The special interest of the Conservation Area lies in its continuous use and development over a period of more than 1000 years and the retention of its village character.
- 8.2 Heavy traffic on the High Street restricts the movement of people across the settlement and adversely has an impact upon village life.
- 8.3 Commercial pressures for development along High Street have lead to a number of modern buildings, which are unsympathetic to the historic character of the village.
- 8.4 There are a number of large areas of car parking and associated hard standing.
- 8.5 Poorly designed and maintained street furniture, such as lights, bollards, bins and benches, are of particular concern along the High Street.
- 8.6 There are a large number of traffic signs, which detract from the historic character of the streets.
- 8.7 Insensitively scaled and detailed advertising is on some commercial buildings and bus stop shelters. These are of poor visual impact and not in keeping with the character of the Conservation Area.
- 8.8 The Trumpington Meadows development will have an impact on the Conservation Area due to its proximity to the boundary. For example long views out into what is now open space may be curtailed by new buildings. The development of the Masterplan should help to mitigate the impact by the use of appropriate materials and designs in order that the two areas do not conflict.
- 8.9 The points highlighted by the English Heritage survey which characterised the Conservation Area as being 'at risk' should be prioritised in order that they can be rectified or improved.

## Revised Conservation Area Boundary

- 8.10 Alpha Terrace is characterised by 19<sup>th</sup> century terrace housing, and a chapel that was built in 1899. Many of the properties have retained their original architectural features, including windows and doors. The part of the street, the Victorian and Edwardian buildings, and the grounds of 47 High Street have been added to the Conservation Area. Fawcett Primary School lies outside the boundary, however it is a building of townscape merit.
- 8.11 The open space in the front of the shops in Anstey Way has been added as this is an important part of the character of the village.
- 8.12 The boundary has also been altered to include Crossways House and Nos 103 to 107a High Street and Allen Close. This is to include the buildings that front the High Street that were omitted in the previous boundary review. Allen Close has been added as it of architectural interest in its own right.
- 8.13 A number of minor anomalies have been resolved including:
- Areas where the Conservation Area boundary does not follow property and field boundaries;
  - Revision of the boundary where it ran down the middle of a road to the back of the pavement (this follows current national guidance).

## 9.0 Guidance

- 9.1 This section contains guidance to protect and enhance the character of Trumpington Conservation Area.
- 9.2 The Conservation Areas boundary should be revised to reflect the importance of the setting of the historic manors and River Cam to the village.

- 9.3 The existing landscaping of the village and its setting is important to its character and will be retained and enhanced. Where required, further trees will be protected by TPOs. A strategy for the retention, protection and replacement of trees, which includes regular inspection and maintenance of all trees within the Conservation Area will maintain the character of the area. Where there are groups of significant trees, there may be an opportunity to have additional planting in order to improve the landscaping.
- 9.4 Currently the buildings retain a significant number of original architectural details. It is recommended that an 'Article 4(2) Direction' is introduced to ensure that the architectural details, which the residential buildings currently retain, are not lost to unsympathetic alterations. Details which could be subject to Article 4 (2) Directions include windows, doors, boundary walls etc.
- 9.5 The monitoring of change is equally as important as the control. A photographic survey of the Conservation Area should be undertaken once every three years, to enable evaluation and action where necessary of unauthorised changes. This photographic survey should coincide with the review and updating of the Conservation Area Appraisal.
- 9.6 New buildings and additions within the Conservation Area should be designed to a high quality and set within structured landscaping, maintaining the existing mature trees and hedges.
- 9.7 Development proposed adjacent to the Conservation Area should also be designed to a high standard and be set within structured landscaping in order not to detract from the special character of the Conservation Area. Care should be taken in the siting of development where existing trees are present to ensure that these trees are not damaged or that their growth is not restricted.

- 9.8 The areas around the War Memorial and Village Sign should be enhanced to provide areas of formal open space. The reconnection of these areas into the footpath network and the provision of timber seating and tree(s) will enable the villagers to reclaim these areas for public open space. The historic cobbles around the War Memorial should be retained.
- 9.9 The churchyard and cemetery should be maintained as areas for reflection. There is an air of tranquillity at St Mary and St Nicholas churchyard, but less so at the cemetery at the junction of Hauxton Road and Shelford Road.
- 9.10 A programme of monitoring and enforcement along with guidance on appropriate signage should be developed.
- 9.11 The introduction of a 20mph traffic zone should be considered in consultation with the Highways Authority to reduce traffic speeds and the need for the numerous traffic controls, signs and pedestrian crossings.
- 9.12 A programme of enhancement, in terms of boundary treatment, planting and materials, around the various areas of car parking should be implemented. In addition to this, advice regarding the appropriate design of car parks should be set out.
- 9.13 The repair and maintenance of buildings within the Conservation Area should be a priority. The farm buildings at Anstey Hall Farm should be added to the Buildings at Risk Register and encouraged back into a viable use.
- 9.14 The area of the High Street between Maris Lane and Church Lane on the western side offers an opportunity to consider redevelopment, should the opportunity arise. This could provide a new small scale commercial and retail core to the village widening the existing variety of goods sold and encouraging the community to shop



locally. A development brief and design guide should be drawn up prior to the consideration of any proposals.

## **10.0 Summary**

This appraisal has sought to identify what is special and unique about the Trumpington Conservation Area.

Trumpington is the only village within the City of Cambridge. It is essentially separated from other areas of the City by landscaping and a lack of suburban sprawl. It maintains its historic context with the link between the manors and the land retained.

The area is designated as a Conservation Area and it is proposed to enlarge it to protect and enhance its special character. An article 4(2) Direction is also recommended to prevent small changes that would accumulatively undermine the area's special quality.

## **Appendix I Listed Buildings and Buildings of Local Interest**

### **(i) Listed Buildings**

Trumpington War Memorial, High Street (1921) – grade II\*

This First World War stone memorial was designed by Eric Gill for Dr Wingate. The square plinth is supported by a square pedestal with three steps. Apart from the north side each face of the memorial holds inscriptions. The square plinth tapers to a Latin cross with a carving on each of the lower panels.

Trumpington Hall, Church Lane (c1710) – grade II

A red brick half H-shaped building with hipped slate roofs. All of the ground floor windows have glazing bars (1826) and have been altered. On the south end of the building there is a projecting three sided bay. In the 19<sup>th</sup> century the building was heightened and re-roofed and in the 20<sup>th</sup> century various additions and alterations were made.

Forecourt Screen, Gatepiers and Gates at Trumpington Hall, Church Lane (c1710) – grade II

This red brick wall has ten square piers set diagonally. The tall red brick gate-piers have urn finials. The double gates are wrought-iron.

The Old House, Church Lane (late 16<sup>th</sup> century, 17<sup>th</sup> north-east wing) – grade II\*

A red brick building with tiled roof with a projecting wing at the back of the building. The majority of the windows are old oak frames and mullions. There is a later lower wing on the south side of the building which has modern casement windows and a mansard roof. The building was restored in 1924 when the south-west wing was built.

The School House, 21 Church Lane (c1857) – grade II

An L-shaped grey brick building with yellow tiled roofs and brick chimney stacks. It was designed by the architect William Butterfield. The building features a gabled porch and mullioned windows with sashes and glazing bars.

The Vicarage, 1 Grantchester Road (c1733) – grade II

A buff brick building with parapet walls and a tiled roof. The building features six windows with sashes with glazing bars and four gabled dormers. In the early 19<sup>th</sup> century a two storeyed semi-octagonal bay window was added to the rear of the building.

Church of St Mary and St Nicholas (*sic*), Grantchester Road (13<sup>th</sup> and 14<sup>th</sup> century) – grade B

A Barnack/Bath stone building with lead and tile roofs. The Church is made up of a chancel, clear-storied nave, with north and south aisles and north and south chapels, west tower and north porch. The building has undergone a number of restorations including the nave roof in 1876.

Churchyard Wall of the Church of St Mary And St Nicholas, Grantchester Road (17<sup>th</sup>/ 18<sup>th</sup> century) – grade II

A retaining wall to the churchyard made from red brick. It is capped by a triangular stone coping.

Anstey Hall Farmhouse, Grantchester Road (varying dates) – grade II

A rendered timber-framing and brick building with a slate roof and central entrance door. Although the main north-south range has an appearance of the early 19<sup>th</sup> century it is probable that its core is 17<sup>th</sup> century. The north-west wing is late 18<sup>th</sup> century and the south-west wing is late 19<sup>th</sup> century.

Garden Wall of Anstey Hall Farmhouse, Grantchester Road (early 19<sup>th</sup> century) – grade II

A grey gault brick wall which runs along the street boundary of the garden.

Barn at Anstey Hall Farm, Grantchester Road (17<sup>th</sup>/ 18<sup>th</sup> century) – grade II

A timber framed barn with weather boarded walls on a brick plinth and a modern pan tiled roof. The barn has four bays with an aisle on the west side.

Dovecote at Anstey Hall Farm, Grantchester Road (17<sup>th</sup>/ 18<sup>th</sup> century) – grade II

A timber-framed dovecot with rendered walls with a half-hipped tiled roof. It is built on a gault brick plinth.

10 and 12 Grantchester Road (early 19<sup>th</sup> century) – grade II  
Grey gault brick houses with slate mansard roof and windows with sashes and glazing bars. The houses feature panelled doors with rectangular lights over them. Between the houses is a carriage arch.

16 and 18 Grantchester Road (date of 1654 on front of buildings) – grade II  
Modernised timber-framed and rendered property with tiled roof. The exterior was remodelled in 1969.

20 And 22 Grantchester Road (late 17<sup>th</sup>/ early 18<sup>th</sup> century) – grade II  
Timber-framed properties with thatched roof with tiles beneath. The properties have been rendered above and weather boarded below. The properties feature modern windows, sliding sashes, three casements, three plain doors and three gabled dormers.

The Coach and Horses Public House, 18 and 20 High Street (17<sup>th</sup> century) – grade II  
A timber-framed and rendered building with a hipped tile roof. The building was remodelled in the 18<sup>th</sup> century and the ground floor of the front of the building has been refaced with modern bricks. The building features an early 19<sup>th</sup> century brick west wing with sashes with glazing bars.

The Green Man inn, 55 High Street (15<sup>th</sup> century with later additions and alterations) – grade II  
This timber-framed and rendered building has a tile roof and gabled cross wings. Sections of it have been refaced with brick and modernised. A south wing extends at the back and two later bays have been added to the front of the building.

22 High Street (18<sup>th</sup> century) – grade II  
A red brick building with a thatched roof and three gabled dormers. The building features end chimney stacks.

24 and 26 High Street, CB2 2LP (c1700) – grade II  
A red brick property possibly divided in the late 18<sup>th</sup> century. The property features a thatched roof, two and three light leaded casements and three gabled dormers.

28 and 30 High Street (17<sup>th</sup> century) – grade II

This red brick property with tiled roof was extended and re-roofed in the 18<sup>th</sup> century. The three windows contain sliding sashes below and leaded casements above.

52 High Street (18<sup>th</sup> century) – grade II

A timber-framed and rendered building with a central chimneystack and leaded glazing in the windows and the end wall gabled.

60 and 62 High Street (early 19<sup>th</sup> century and mid 19<sup>th</sup> century additions) – grade II

This grey gault brick building with hipped slate roof was possibly a toll-house. The building features sash windows with glazing bars. No 62 is set forward onto the pavement. Through both floors on the north wall No 60 has a canted bay (mid 19<sup>th</sup> century).

Maris House, Maris Lane (c1800) – grade II

This red brick building with tiled roof features three casement windows and gabled dormers and a doorcase with a reeded surround and small hood. The end walls are twin gabled.

Anstey Hall, Maris Lane (late 17<sup>th</sup> century) – grade I

Brick with stone dressings to front and tiled roof. 11 windows with stone architraves. Slightly projecting central bay flanked by Ionic columns supporting pediment with shield of arms. Door with panelled pilasters and carved brackets supporting segmental pediment. Dormer with pediment. Additions at east end and to central part of back. Hall and library are both lined with original bolection-moulded panelling and there is other panelling of the 17<sup>th</sup> century and also 17<sup>th</sup> and 18<sup>th</sup> century fittings.

Gateway of Anstey Hall, Maris Lane – grade II

18<sup>th</sup> century brick piers with stone quoins, stone caps and cast-iron lamp finials. Plain wrought-iron gates.

## **(ii) Buildings of Local Interest**

Nos 17, 18 & 19, Church Lane

C19. Similar in style to examples on the High Street. Three terraced cottages, gault brick, Welsh slated roof with ridge stacks. Panelled doors and side hung casement windows under rubbed brick cambered heads. Relatively plain but appear to be unaltered.

Cromwell House, No. 19 High Street

Alpha Cottage, No. 45 High Street

Early C19. Grey gault brick. Two storeys, three sliding sashes with glazing bars per floor of front elevation. Central panelled door, rustic porch. Welsh slate roof.

The Red House, No. 50 High Street

Early C19. Three storeys, red brick, hipped slate roof. Three sliding sashes with glazing bars per floor of front elevation. Doorcase with reeded surround and fanlight above door.

Village Hall, No. 75 High Street

1908. Red/orange brick with penny-struck pointing, cant nosed brick detailing (including plinth course, buttresses and gable ends). Tile stack corbelling and mock-Tudor brick arches over openings.

No 83, High Street

C19th. Gault brick pair of cottages. Similar to others in grouping, but with drip moulds over ground floor window openings, horizontally sliding sashes. Now has later windows in former end doorways and modern panelled central front door.

No 87, High Street

C19th. Gault brick cottage, plain clay tiled roof, central ridge stack set on the diagonal, two gabled dormers. Planked front door and side hung casements under rubbed brick flat arches. Details similar to Nos 91-93.

Nos 91 to 93 (odd), High Street

Gault brick pair of cottages, Welsh slated roof, two heavy decorative brick ridge stacks, gabled cross wing at either end with circular vents near the top. Front door and three-light casement to ground floor of each projecting gable, other windows are two-light side hung casements under decorative brick shallow arched heads.

Nos 105 to 107 (odd), High Street

C20. Pair of cottages, thatched roof with hipped ends down to single storey eyebrow dormer on each end, dumbbell plan, two storey centre section, three red brick chimney stacks, rendered walls. Leaded light windows in timber sub-frames, integral porches under eaves.

## Appendix II Trees of Note

### Group Tree Preservation Orders

High Street	North of Conservation Area, along western side of High Street.
High Street	North of Conservation Area, along eastern side of High Street, in front of number 19 High Street.
Junction of High Street and Wingate Way	North of Conservation Area, along eastern side of High Street, junction of High Street and Wingate Way and northern side of Wingate Way.
Wingate Way	North of Conservation Area, along northern side of Wingate Way, in front of number 11 Wingate Way.
Hauxton Road	On southern boundary of Conservation Area, fronting Hauxton Road.
Hauxton Road	On eastern side of Waitrose supermarket, fronting Hauxton Road.
Hauxton Road	On eastern side of Waitrose supermarket and car park, fronting Hauxton Road.
Hauxton Road and Maris Lane	On north eastern side of Waitrose supermarket car park, fronting the junction of Hauxton Road and Maris Lane.
Supermarket	On southern boundary of Conservation Area, along southern side of supermarket.
Supermarket	Along western side of supermarket.
Supermarket	Along western side of supermarket.
Supermarket	Along western side of supermarket car park.

### Individual Tree Preservation Orders

Wingate Way	TPOs to north eastern side of number 3 Wingate
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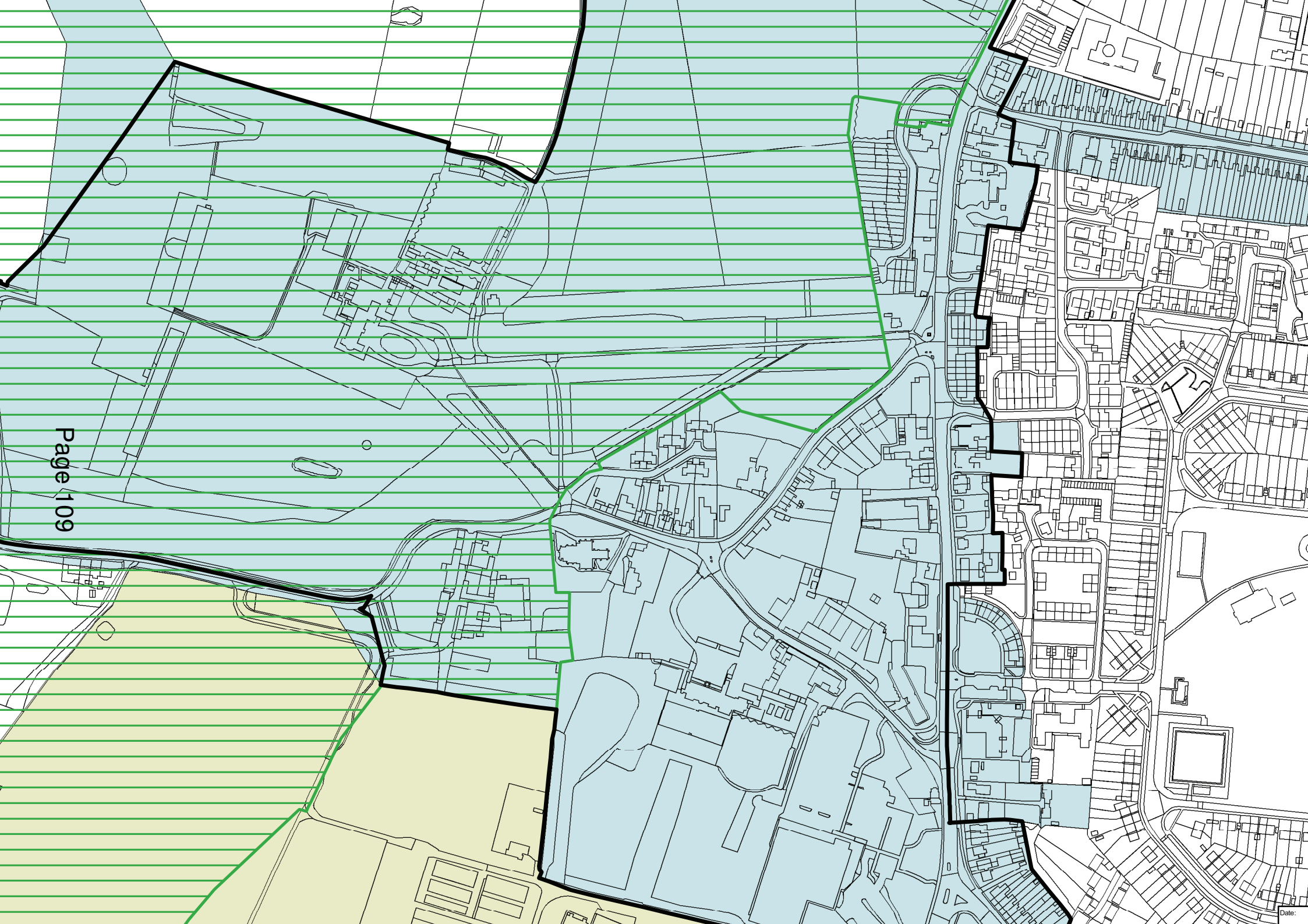
	Way.
Wingate Way	On northern side of Wingate Way, to south eastern side of number 11 Wingate Way.
Wingate Way	Northern side of number 6 and 8 Wingate Way.
High Street	Northern side of number 2a and 2b High Street.
High Street	Western side of The Coach and Horses Public House, number 18 and 20 High Street.
High Street	TPOs to eastern side of number 47 High Street.
High Street	TPOs to eastern and southern side of The Green Man Inn, number 55 High Street.
High Street	Western side of number 60 and 62 High Street.
Maris Lane	Eastern side of Gate House, Maris Lane.
Supermarket	TPOs to south eastern side of supermarket.
Supermarket	South western side of supermarket.
Supermarket	Western side of supermarket.
Supermarket	Western side of supermarket car park.
Supermarket	Western side of supermarket car park.
Grantchester Road	TPOs to eastern side of Anstey Hall Farm, Grantchester Road.
Grantchester Road	TPOs to north of St Mary and St Michael's Church, Grantchester Road.

### Key Groups of Trees

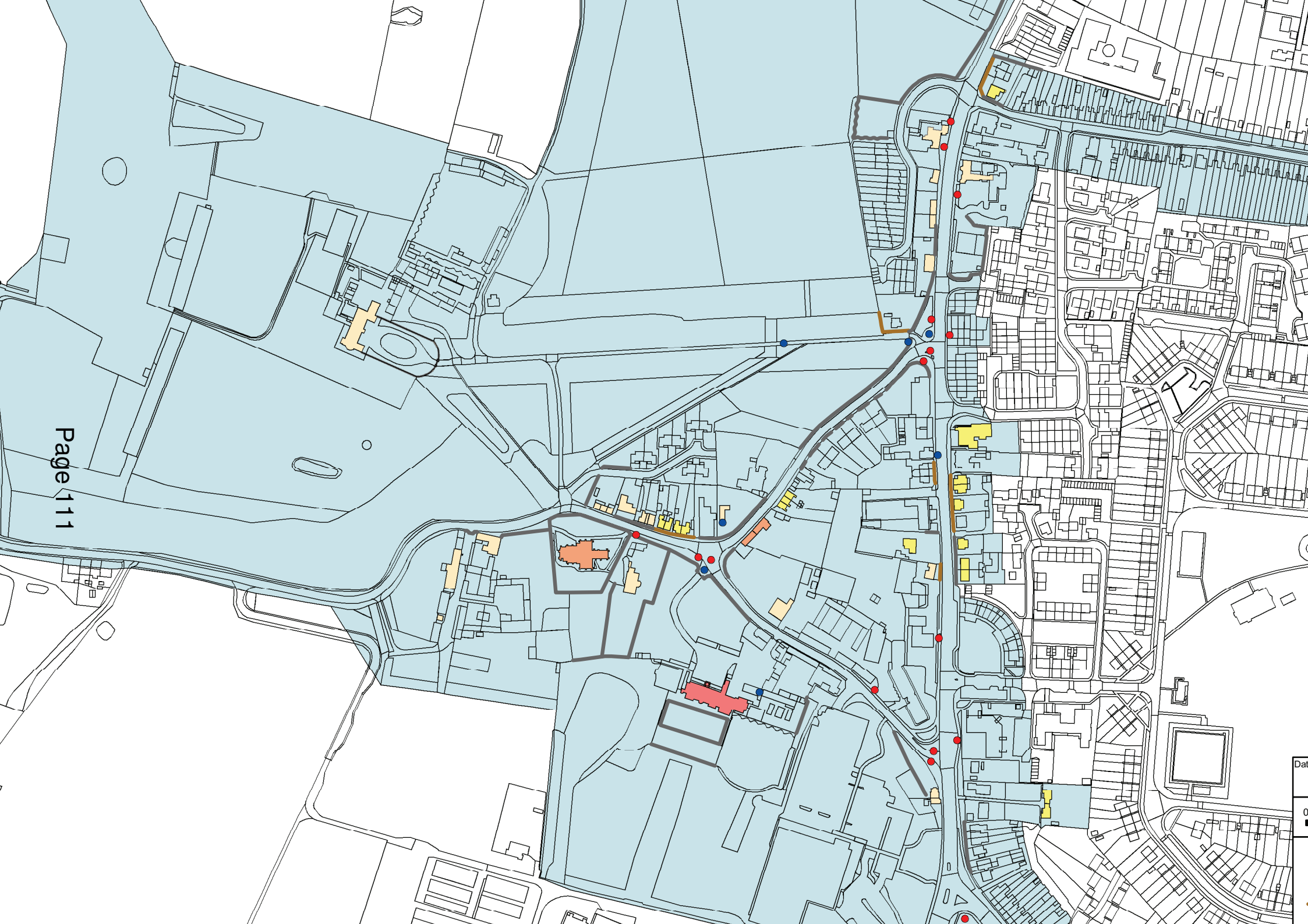
Junction of Hauxton and Shelford Road	Group of trees around cemetery.
Grantchester Road	Grantchester Road Plantation, along northern side of Grantchester Road.
Riverside	Old Mill Plantation.

### Appendix III Maps





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Grantchester Road Plantation

GRANTCHESTER ROAD 11.0m

Date: 16/

0 25

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-  Green starburst symbol
-  Green arrow symbol

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To: Executive Councillor for Climate Change and Growth: Cllr Clare Blair

Report by: Head of Specialist Services

Committee: Environment Scrutiny Committee 05.10.10

Wards affected: All

### **PAYMENT PROCESSING SERVICES FOR CITY COUNCIL CAR PARKS**

#### **Key Decision**

#### **1. Executive summary**

The Executive Councillor is asked to approve a project to procure and award a contract to provide an authorisation and processing service for cashless parking charges on the City's off-street car parks. The total cost of the contract is approximately £500,000 over five years, and this is to be funded from car park revenue.

#### **2. Recommendations**

The Executive Councilor for Climate Change and Growth is recommended to:

- 2.1 Authorise the Director of Environment to tender and, in consultation with the Director of Resources and the Head of Legal, to award a new contract for three years, with the option to extend for up to a further two years via two annual options) for the processing of cashless parking payments on the City's off-street car parks from September 2011.

#### **3. Background**

- 3.1 The facility to pay for parking charges by debit and credit card was introduced into Cambridge's car parks in January 2005, when new pay-on-foot equipment was installed at the (then) Lion Yard Annex

- This facility was extended to Park Street car park during 2005 and to the new Grand Arcade car park in May 2007.
- 3.2 In December 2008 new debit and credit card payment facilities were introduced at the Grafton Centre and Queen Anne Terrace car parks, following the tender for a new centralised pay-on-foot system at the multistorey car parks and the new system was extended to Park Street car park. As a consequence we now have two different types of equipment across the car parks at present, each with its own specific technical solution for authorising and processing credit and debit card transactions.
  - 3.3 In April 2009, the facility to pay for parking charges by debit and credit card was implemented for the first time on pay and display car parks at Castle Hill and Adam and Eve Street car parks.
  - 3.4 The level of transactions and the value of payments made by credit and debit cards in Cambridge's car parks has grown consistently since the facility was introduced, reflecting both customers' increasing propensity to use cashless means of payment, and the rising costs of parking fees. Latest figures indicate that approximately 18% of all payment transactions are now made by credit and debit card, accounting for 27% of sales income. At the Grand Arcade car park, take up is highest at 26% of all transactions (35% of income)
  - 3.5 At present two different agencies authorise and process credit and debit card payments on the City's car parks reflecting the two different makes of equipment in use). At the Grand Arcade, payments are processed without customers having to enter a PIN number. Everywhere else, a 'Chip and Pin' solution is in place, where customers must enter their PIN before payment is authorised.
  - 3.6 Improvements in payment technologies are now available that can offer a range of ways to pay without using cash, including on-line payment, payment by phone and contactless, 'Wave and Pay' technology. It is proposed to future-proof our current parking systems to enable full advantage to be made of this potential.
  - 3.7 New legislation comes into effect from December 2011, which prohibits the use of credit and debit card payment processing without the use of a Chip and Pin system. The current control equipment at the Grand Arcade will not be compliant with the new legislation after December 2011. It is therefore proposed to replace or upgrade the Grand Arcade parking control equipment, and to modernise the payment systems across all the multistorey car parks in advance of this deadline. In practice, this will require the procurement and installation of suitable equipment at the Grand Arcade by September 2011, in time for the Christmas 2011 trading period.
  - 3.8 A waiver has been approved under Section 5.2.3 to extend the current card processing arrangements in all the car parks until September 2011.



- 3.9 Cambridge City Council has approached the Eastern Shires Purchasing Organisation (ESPO) to assisting in tendering for a new contract.
- 3.10 The option to 'do nothing ' was considered, but discounted, as it would
- Lead to rising equipment maintenance costs, and increasing costs of cash collection,
  - Mean that from January 2012 it would no longer be possible to accept payment by credit or debit cards at the Grand Arcade car park, which is likely to be unpopular with customers.

## **4. Implications**

### **(a) Financial Implications**

The approximate cost of the contract to be procured is £500,000. The alternative is to remove the facility to pay by debit and credit card and incur increasing costs of equipment maintenance and cash collection, and reduce customer service.

### **(b) Staffing Implications**

None

### **(c) Equal Opportunities Implications**

None

### **(d) Environmental Implications**

None

### **(e) Community Safety Implications**

Reducing cash volumes in pay machines around Cambridge city centre increases the security of the City Council's parking income, and reduces the risk of city centre parking equipment being a target for theft and vandalism.

## **5. Background papers**

Environment Scrutiny Committee Nov 2007- Supply, installation, maintenance, support and upgrade of car park Pay on Foot and Associated Control Equipment.

Record of Executive Decision (Ongoing payment processing services)  
27.11.09 .

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To: Executive Councillor for Climate Change and Growth: Cllr Clare Blair  
Report by: Head of Policy & Projects  
Relevant scrutiny committee: Environment  
Wards affected: All

5<sup>th</sup> October 2010

### JOINT STATEMENT ON THE DEVELOPMENT STRATEGY FOR CAMBRIDGESHIRE BY THE CAMBRIDGESHIRE AUTHORITIES <KeyDecision>

#### 1. Executive summary

1.1 This report provides an update on discussions between the Cambridgeshire authorities on a joint planning statement setting out the development strategy for Cambridgeshire following the recent abolition of Regional Strategies.

#### 2. Recommendations

The Executive Councillor is recommended to approve the joint statement on the development strategy for Cambridgeshire set out in Appendix A.

#### 3. Background

3.1 There is a long history of joint working between the Cambridgeshire authorities to address the issues affecting Cambridgeshire and to establish a strategy for the future development of the County. This approach led to the development and adoption of the Cambridgeshire and Peterborough Structure Plan (2003) and the recent work undertaken by the authorities in responding to the East of England Regional Assembly (EERA) on the review of the Regional Spatial Strategy (RSS), 'The East of England Plan > 2031'.

3.2 Work on the RSS review was overseen by the Cambridgeshire Regional Spatial Strategy Review Panel (CReSSP) - a joint Member body from across the Cambridgeshire local authorities and including representatives from Cambridgeshire Horizons and Peterborough City Council. This work culminated in the submission of a detailed response to EERA in December 2009, which set out the authorities'

vision for the County and preferred distribution and levels of growth to 2031.

- 3.3 The Cambridgeshire authorities' comments were reflected in the policies and growth levels subsequently set out in the draft revision of the revision to the RSS, published by EERA and submitted to Government in March 2010. For Cambridge this replaced the 19,000 dwelling target in the adopted RSS for the period 2001-2021, with one for 14,000 dwellings for the period 2011 to 2031.

#### Revocation Of Regional Spatial Strategies

- 3.4 After submission of the draft RSS, the new coalition Government announced in July that Regional Strategies would be revoked with immediate effect. In the longer term the legal basis for Regional Strategies will be abolished through a Localism Bill that the Government intends to introduce in the current Parliamentary session.

- 3.5 The Government also issued guidance for local planning authorities which states that:

- Local planning authorities should determine planning applications having regard to their Local Development Frameworks, saved policies and any old style Local Plans that have not lapsed, as well as national policy and any other material considerations.
- Local planning authorities should continue to work on their Local Development Frameworks. They may use the revocation of Regional Strategies as an opportunity to revisit policies in adopted LDFs if they wish.

- 3.6 The guidance emphasises that local planning authorities will:

- Be responsible for establishing the right level of housing for their areas, and will no longer have to meet regionally established housing targets.
- Need to justify the housing numbers they arrive at through the use of reliable information.
- Still be required to demonstrate a five year supply of housing land.

#### Cambridgeshire Authorities' Response

- 3.7 The Government intends that the previous 'top-down', target-driven planning system will be replaced by a new approach, giving local authorities considerable freedom and allowing local people more say in how their communities develop. Regarding regional and sub-regional planning, the guidance states that: "New ways for local

authorities to address strategic planning and infrastructure issues based on cooperation will be introduced.”

- 3.8 Although these changes present opportunities for Cambridgeshire, they also raise concerns, including that the gap left by the abolition of Regional Strategies will open up the authorities to major speculative development pressures and create a strategy driven by planning decisions granted on appeal.
- 3.9 In response to these concerns, the Cambridgeshire authorities have undertaken initial work to:
- Agree a joint position statement, setting out the development strategy for Cambridgeshire in the absence of the RSS – paragraph 3.12 and Appendix A.
  - Scope out what further work may be required for future strategic planning in Cambridgeshire – paragraphs 3.13-3.15.

#### Joint Interim Planning Statement

- 3.10 The joint interim planning statement developed by the Cambridgeshire authorities is attached as Appendix A to this report. The statement was discussed by Cambridgeshire Public Service Board on 28 July 2010. Public Service Board endorsed the statement, subject to the addition of reference in paragraph 3.1 to the need to rebalance the economy towards the private sector and to the Local Enterprise Partnership.
- 3.11 The statement sets out the Cambridgeshire authorities’ position following the abolition of Regional Strategies and the effects of the recession on the delivery of key development sites. It is anticipated that the statement will be adopted by each of the Cambridgeshire authorities through their committee processes and will be used to inform development decisions. It is also intended to prepare a joint press release to accompany the publication.
- 3.12 The 2003 Structure Plan strategy which is being endorsed, required a review of the Cambridge Green Belt to release land for the long term development needs of Cambridge, in specified locations and subject to the purposes of the Cambridge Green Belt (Structure Plan policy P9/2b). The required review of the Cambridge Green Belt has already been completed through the development plans of the City Council and of South Cambridgeshire District Council. These plans have released land to meet the long-term development needs of Cambridge at the southern fringe, at northwest Cambridge and at Cambridge Airport. Development of the sites has not yet begun but is imminent.

Excluding any completions on the Airport site, these sites in total have a dwelling capacity of around 10,000 new homes<sup>1</sup> which will probably take between 10 and 15 years to deliver. A progress report on the implementation of the urban extensions will be included in the 2010 Annual Monitoring Report in December.

## Future Strategic Planning For Cambridgeshire

- 3.13 While the planning statement affirms the authorities' commitment to the current strategy, there is also a recognition that the strategy needs to be kept under review.
- 3.14 Cambridgeshire Public Service Board discussed future strategic planning for Cambridgeshire alongside the joint planning statement at its meeting on 28 July. The Board considered a number of options, including:
- Waiting until new legislation is published before undertaking further work.
  - Beginning work immediately to gather and update the background evidence base.
  - Beginning to prepare a joint sub-regional strategy for the County addressing strategic issues where coordination is essential, including housing, education, employment, transport and infrastructure.
- 3.15 Public Service Board endorsed the recommended option to begin work immediately to gather and update the evidence base. This evidence will be used to inform the authorities' emerging Local Development Frameworks and future LDF reviews. It could also inform a sub-regional strategy for Cambridgeshire, if provision is made for this in legislation and the authorities were to agree at a later date that such a strategy is necessary.

## 4. Implications

- 4.1 There are no immediate or direct implications for staffing, finance, the environment, equal opportunities, procurement or community safety.

## 5. Background papers

No background papers were used in the preparation of this report.

## 6. Appendices

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<sup>1</sup> On the NIAB, NIAB2, NW, Trumpington Meadows, Glebe Farm, Bell School and the Clay Farm/Showground sites.

A. Joint statement on the development strategy for Cambridgeshire by the Cambridgeshire authorities.

## **7. Inspection of papers**

To inspect the background papers or if you have a query on the report please contact:

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Author's Phone Number: 01223 457104  
Author's Email: David.Roberts@cambridge.gov.uk

# **APPENDIX A: JOINT STATEMENT ON THE DEVELOPMENT STRATEGY FOR CAMBRIDGESHIRE BY THE CAMBRIDGESHIRE AUTHORITIES**

## **1 Introduction**

- 1.1 This statement has been prepared by the Cambridgeshire authorities to set out our position regarding the development strategy for the County in light of the Government's recent announcement of the revocation of Regional Spatial Strategies and aspiration for a locally based planning system.
- 1.2 The Cambridgeshire authorities have a long history of joint working on planning issues and will continue to work together to share information and develop good practice. A significant evidence base has been built up that provides the authorities with important information to guide further work. An important outcome of this approach was the Cambridgeshire and Peterborough Structure Plan - a sustainable strategy for growth that was tested at Examination and adopted in 2003. This strategy was adopted largely unchanged in the Regional Spatial Strategy (2008) and the authorities' response to the RSS review in 2009. The Structure Plan strategy has also informed the development of the City and District Councils' Local Plan and Local Development Frameworks and is currently being implemented by the authorities through their development decisions.

## **2 Cambridgeshire strategy**

- 2.1 The Cambridgeshire authorities remain committed to the strategy for planning in the County, including the provision of housing, as originally established by the Structure Plan and as now partially set out in saved Structure Plan policies and as reflected by the policies and site proposals in the Cambridge Local Plan and District Councils' Development Plan Documents and developing strategies for market towns.
- 2.2 The key objective of the strategy is to locate homes in and close to Cambridge, following a comprehensive review of the Cambridge Green Belt, and to other main centres of employment, while avoiding dispersed development which increases unsustainable travel and makes access to services and community facilities difficult. Further sustainable locations for growth focus mainly on Cambridgeshire's market towns.
- 2.3 This strategy makes provision for development:



- within Cambridge or as sustainable extensions to the urban area, subject to environmental capacity and compatibility with Green Belt objectives.
- at the new town of Northstowe, linked to the guided busway;
- within, or as sustainable extensions to, the market towns of Wisbech, March, Ely, Huntingdon and St Neots, subject to the potential for regeneration and the provision of essential infrastructure and public transport improvements<sup>2</sup>; and
- within, or as extensions to, other market towns, where development would increase the towns' sustainability and self-containment, improvements to infrastructure and services are planned or will be provided and high quality public transport provision can reduce the impacts of out-commuting.

2.4 This strategy has met with considerable success so far and a large number of sites have already been delivered throughout the County or are under construction, with more remaining to be developed. Despite the recession, construction has continued and Cambridgeshire is identified as one of the key areas of the country likely to lead the national economy into recovery.

2.5 Despite recent announcements about the relocation of Marshalls from Cambridge airport, the authorities consider that Cambridge East retains great potential for sustainable development and currently remains part of the strategy. The authorities also consider that there is sufficient availability of housing land over the short to medium term. Cambridge East will be considered alongside other sites as part of a fuller review of the strategy.

### **3 Looking forward**

3.1 The Cambridgeshire authorities remain committed to the strategy for planning in the County outlined above, as embedded in the Cambridge Local Plan and District Councils' Development Plan Documents. However, with factors such as fragile economic growth, the need to rebalance the economy towards the private sector, changing demographic pressures, the challenges of climate change, uncertainty over infrastructure provision and emerging proposals for the Greater Cambridge and Greater Peterborough Local Enterprise Partnership, there remains a need to keep the strategy under review.

3.2 The authorities will continue to work together on place-shaping issues and will begin gathering evidence to inform decisions on future development levels and locations, so that the strategy that emerges will

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<sup>2</sup> Huntingdon and St Neots in this policy refers to the Spatial Planning Areas as defined in the adopted Huntingdonshire Core Strategy

be based on a thorough understanding of the issues the County faces, including cross-County boundary impacts. Moves to a more locally based planning system will provide the authorities with much greater freedom. We will ensure that under this new system the future strategy is driven by the needs and aspirations of local communities, is fully deliverable, ensures the County's continuing economic success and protects and enhances Cambridgeshire's unique environment.



To: Environment Scrutiny Committee  
Report by: Executive Councillor for Climate Change and Growth – Cllr. Claire Blare  
Relevant scrutiny committee: Environment Scrutiny Committee 5<sup>th</sup> October 2010  
Wards affected: All Wards

### **Draft: LAA Performance Report 2009/10 - ENVIRONMENTAL SUSTAINABILITY STRATEGIC PARTNERSHIP**

#### **Not a Key Decision**

#### **1. Executive summary**

- 1.1 The City Council is a key partner in Cambridgeshire Together. This partnership had overall responsibility for negotiating the Local Area Agreement (LAA) for Cambridgeshire and is overseeing its delivery.
- 1.2 Cambridgeshire Together has delegated responsibility for delivery of targets within the LAA to 6 thematic strategic partnerships. The Leader sits on Cambridgeshire Together and an Executive Councillor from the City Council sits on each of the thematic strategic partnerships.
- 1.3 It was agreed that they should present an annual report on performance against their partnership's LAA targets to the relevant City Council Scrutiny Committee. This paper relates to the LAA targets delegated to the Environmental Sustainability Partnership. The Executive Councillor for Climate Change and Growth represents the City Council on this partnership.

#### **2. Recommendations**

The Scrutiny Committee is recommended to:

- 2.1 Consider the 2009/10 year-end performance against the LAA indicators that have been assigned to the Environmental Sustainability Partnership.
- 2.2 Advise the Executive Councillor of any performance issues that she should report back to the Environmental Sustainability Partnership.

### 3. Background

- 3.1 The Local Area Agreement (LAA) for Cambridgeshire is an agreement between the government and Cambridgeshire County Council and its partners for improving selected services and getting better outcomes for local people. It contains a number of targets (55) against which the government will appraise performance, with the possibility of Reward Grant being distributed based on their achievement at the end of a 3 year period (2008/09 to 2010/11). This grant could, however, be reduced or withdrawn as a part of the government's public spending review.
- 3.2 Cambridgeshire Together is the body responsible for overseeing the LAA and acts as the Local Strategic Partnership for Cambridgeshire. It has assigned responsibility for developing and delivering actions to bring about the improvements in the LAA, to 6 thematic strategic partnerships involving elected members, who work with specialist officers with responsibility for services contributing to the targets in their area. Some of the partnerships existed before the LAA and also have a wider remit. Partnership arrangements are presently being reviewed and it is likely that there will be fewer county-wide partnership bodies in the future that officers and members are involved in.
- 3.3 A number of City Council staff are presently involved in partnership work. This involvement is primarily limited to attendance at partnership meetings and the delivery of city focussed projects. Partnership working, when effective, can have major benefits for the City Council. For example, it can help us to deliver our own objectives such as sustainable growth and reducing CO<sub>2</sub> emissions by influencing the priorities of partners and the way in which they deliver their services. A number of the partnerships are themselves of long standing and which pre-date the LAA system such as RECAP.
- 3.4 Cambridge Local Strategic Partnership (LSP) set out a vision for the City in its Sustainable Community Strategy. This helped inform the Vision for Cambridgeshire, which in turn set the priorities that formed the focus of the LAA. Therefore, if the LAA is successfully delivered, the City's Sustainable Community Strategy will, to a large extent, also be delivered.
- 3.5 Cambridge LSP has now merged with South Cambridgeshire LSP to form a single LSP covering both districts. It continues to monitor the performance of the LAA locally and is looking to ensure that local partnerships and lead partners are contributing effectively to its

achievement. One key task for the new LSP over the next year will be to prepare a shared Sustainable Community Strategy. This will involve consulting partnerships and other stakeholders about local priorities.

- 3.6 Cambridge City Council has nominated Executive members to each of the 6 thematic strategic partnerships, to the Cambridgeshire Together Board and Cambridge Local Strategic Partnership. As well as helping to facilitate better partnership working and bringing about service improvements across partner agencies, the Council agreed that Executive members would give an account of the partnerships work to their scrutiny committees, so that scrutiny committee members can assess progress.
- 3.7 This report focuses on the performance of indicators, overseen by this partnership, that have been assigned LAA targets.
- 3.8 As members will appreciate, there is currently lots of uncertainty about future funding from government. We do not know what will happen after the LAA ends in April 2011. Government have already scrapped the requirement for the public sector to collect and report on a number of indicators within the National Indicator Set. They have cancelled the Statutory Place Survey and Status Survey (a survey of Council Tenants) which were due to take place this autumn and would have collected information for some of the indicators within the National Indicator Set and our LAA.
- 3.9 Government has also invited Local Authorities and Business leaders to submit proposals for new Local Enterprise Partnerships (LEPs). The deadline for proposals was 6<sup>th</sup> September. Again, there is uncertainty about exactly how such partnerships might operate or how funding might be directed.
- 3.10 One of the incentives for partners to prioritise resources to deliver the LAA was that we would receive 'reward grant' from government for successfully achieving our targets. It now seems very unlikely that any new reward grant will be made available even if we achieve all our targets.
- 3.11 Given that the existing structure of Cambridge Together and the thematic strategic partnerships was set up primarily to deliver the LAA and the wider National Indicator Set and given that the government are seeking to establish Local Enterprise Partnerships, there is need for a radical re-think about how partners should work together in future.

- 3.12 The Public Service Board (Cambridgeshire Local Authority, Police, Health and Fire Chief Executives) has commissioned a small group of officers to draw up proposals to show how the formal partnership structures could be refocused on local priorities, rationalised, less bureaucratic and much more flexible.
- 3.13 Reports giving more detail on both the LEP proposals and the current position with the LAA will be going to Strategy and Resources Scrutiny Committee on 11<sup>th</sup> October.
- 3.14 Alongside the county-wide review, officers within Strategy and Partnerships are also co-ordinating work to review the staff resources going into our partnership work so that we can ensure we focus our resources on the areas that will deliver our own objectives.

#### **4. Introduction to Environmental Sustainability Partnership**

- 4.1 The Environmental Sustainability Partnership held its first meeting in January 2010 and at this time agreed terms of reference to guide its work. The overarching purpose of the partnership is to ensure that different local agencies work together effectively to promote environmental sustainability in Cambridgeshire, meeting the challenges of climate change while maintaining a high quality environment in Cambridgeshire. The partnership is presently developing it's a vision and action plan.
- 4.2 Five delivery partnerships report to the Environmental Sustainability Partnership. These, and some of their present work, are shown below:

##### **Recycling in Cambridgeshire and Peterborough Waste Partnership (RECAP)**

- This partnership has overseen a decrease in the amount of residual waste per household during 2009/10 across the partnership. Dry-recycling is up half a percent, however composting performance is down, around 0.7%, as a result of a poor growing season. The percentage of municipal waste and household waste going to landfill has been maintained at 46.5%. Reduced household composting tonnages will affect performance for the broader NI193 (municipal) target. In reality, less waste has been buried in the ground than in 2008/09 - an environmental success.

## **Cambridgeshire Climate Change Partnership**

- The partnership is on track to achieve Level 1 on a prescribed scale of preparedness for climate change risks and opportunities for districts. Achievement of the 2010/11 target (Level 2) remains a challenge for some districts. Priority themes for delivery have been established and will be the focus until the end of the LAA. As climate change is so cross-cutting there is considerable existing activity under the priority theme: sustainable procurement, business engagement and the public estate. Work is now ongoing to secure support for a climate-proofing project.

## **Travel for Work Partnership**

- Providing Travel Plan Essentials Workshops aimed at employers in the Partnership's network who are new to travel planning. 'Mentor' employers who are experienced travel planners are assisting with this.
- The EU funded Travel Plan Plus (TP+) project based in the Science Park area of Cambridge, is establishing a large travel plan network. In March a series of five employer-based events promoted sustainable travel, and car sharing in particular, directly to commuters in these companies. More recently 25 cyclists attended the first TP+ Bicycle User Group.

## **Biodiversity Partnership**

- Over the past 4 years the Partnership's small projects fund has contributed approximately £50,000 to 32 projects, with the total value of these projects being over £500,000. This demonstrates the ability of the Partnership to bring added value to the local area and to secure external funding. (These figures exclude the additional external resources that partners have secured for landscape scale projects).
- The provisional 2009/2010 figures for NI 197 - Positive management of local wildlife sites (County Wildlife Sites) – show a total of 195 sites out of 414 (47%) are in positive management against a target of 45% of sites (185 sites out of 412).

## **Cambridgeshire Flood Risk Management Partnership**

- Cambridgeshire County Council is playing an active advisory and consultative role in several Defra policy development projects. It has recently provided a case study to the Improvement and Development Agency (IDeA) that will form part of a resource for other local authorities on flood risk management, and has been asked by the Environment Agency to coordinate a flood risk management group to bring together lead local flood authorities in the region (for which the Regional Efficiency and Improvement Partnership (REIP) has been approached for funding).
- The Lamb Drove Sustainable Urban Drainage Systems (SUDS) monitoring project has gained a national profile and Defra recently visited the site with members of the public to learn more about the benefits of SUDs. The interim results from a two year monitoring project of the effectiveness of the SUDs measures installed at Lamb Drove demonstrate clearly the key advantages of SUDS over traditional drainage.

4.3 In addition the partnership has links with the Green Infrastructure Partnership and the Air Quality Partnership.

4.4 The Partnership oversees the performance of the following LAA targets:

- NI 177 – Local bus passenger journeys
- NI 186 - Per capita CO2 emission in the LA area
- NI 188 – Adapting to climate change
- NI 189 - Flood and Coastal Erosion Risk Management
- NI 197 – Improved local biodiversity

### **5.0 Performance against LAA targets**

5.1 The performance indicators in this area were thought to be on target at the end of the LAA's second year.

### **6.0 Local issues affecting performance of LAA targets**

#### **RECAP**

6.1 Current and planned key joint projects and work areas being undertaken by the partnership in 2010 include:

- a) Following receipt of Green Flag status last year through the local government CAA, which identified the partnership as 'key to reducing waste in the area, the partnership is now looking to undertake a



bespoke Early Stage Advanced Partnership project, investigating how the partnership could develop even further. The project has received funding from Improvement and Efficiency South East and will provide a case study for other waste partnerships.

- b) Joint procurement of recycling banks across the partnership area, which should, by going to the market with greater tonnage/coverage achieve better value for all five participating district councils in Cambridgeshire. It could also expand the range of materials collected through recycling banks.
- c) A project investigating further potential areas of joint collaboration to achieve best value for money in the short, medium and long term is also underway. This project has so far identified for consideration, the areas of joint procurement of fuel and wheeled bins and is investigating further areas.
- d) A further project will develop a partnership-wide in-house route optimisation capability with match funding from Improvement East. This will enable round reviews in Cambridge City and Huntingdonshire over the next year and enable further individual partner and cross boundary reviews, thereby supporting the Cambridge City/South Cambs boundary review. It will ensure that collection services are the most efficient/effective in their design and can be applied to other cyclical services.
- e) A suite of joint initiatives to increase recycling and reduce waste are also being delivered in partnership working closely with community groups and the third sector and in support of national campaigns. Initiatives are receiving support from WRAP (Waste & Resources Action Programme).
- f) In terms of influencing the national agenda, the partnership has developed a response to the Coalition Governments Review of Waste Policy, to be submitted by the RECAP Board, and a response to the European Waste Directive Stage 2 consultation out of which the European Directive will be transposed into UK law.

### **Cambridgeshire Climate Change Partnership**

- 6.2 Cambridge City Council continues to pursue opportunities for delivering the Environmental Sustainability targets in partnership wherever possible. In 2009/10 Cambridge City Council led a joint procurement with South Cambridgeshire District Council for a 2 year Climate Change Charter Practical Support project using LPSA Reward Grant funds (£60,000). This activity is now being delivered across the two districts by a consortium of local organisations involving events and online networking, an awards programme, guidance material and local case studies.

- 6.3 In 2009/10 Cambridge City Council continued to provide substantive support to the Cambridgeshire Climate Change Partnership through participation in the Local Improvement Advisor project which developed a work plan for the partnership, as well as administering the Partnership Projects Fund on behalf of the partnership.
- 6.4 Whilst Cambridge City Council successfully delivered its contribution towards NI 188 in 2009/10, achieving further performance improvement will be challenging and is dependent upon effective partnership working. Likewise, whilst the Cambridge Environment Report 2009/10 details the progress made by the City Council in reducing carbon dioxide emissions within the city, it remains impossible for these achievements to be reflected in the NI 186 performance reporting of the partnership due to the 2 year time lag associated with this indicator.

### **Biodiversity Partnership**

- 6.5 Current and planned key joint projects and work areas being undertaken by the partnership in 2010 include:
- a) Work in 2010/11 to deliver the targets for NI197 is proceeding. The City council has confirmed financial support for this financial year.
  - b) Positive Conservation Management works on City Council owned and managed County & City Wildlife Sites have contributed to the Countywide NI197 target. Sites include Sheeps Green & Coe Fen, Hobson's Conduit & Vicars Brook.
  - c) Officers contributed to the Partnership County wide pond restoration grant bid by identifying and surveying potential ponds in the City for restoration.
  - d) Officers assisted with the concept and production of the 'Our Natural Environment 2010' report targeted at key decision makers
  - e) Officers continue to represent the City Council at Biodiversity Partnership and CPBRC Steering Groups as well as specific project group meetings.

### **Cambridgeshire Flood Risk Management Partnership**

- 6.6 Cambridge City Council has obtained a £100,000 grant from Defra to undertake a Surface Water Management Plan (SWMP) which is being undertaken as a workstream of the Cambridgeshire Flood Risk Management Partnership. This SWMP will look at historic and potential surface water flooding within the City and propose options for the mitigation of risk where possible. It was the subject of a report to the Environment Scrutiny Committee on the 22nd June, 2010.

## **7. Implications**

7.1 The LAA sets out shared priorities and agreed targets for partners across the County, including Cambridge City Council. Failure to meet these targets will have an impact on the quality of life of County residents.

### **Financial**

7.2 Failure to meet all the LAA targets at the end of the 3 year period (2008/09 – 2010/11) will reduce the amount of grant awarded to Cambridgeshire Together, assuming this is allocated.

### **Staff**

7.3 A number of City Council staff from all departments are working with partners to deliver the LAA.

### **Equal Opportunities**

7.4 Equality and Inclusion is a key strand of the LAA

### **Community Safety**

7.5 Safer and Stronger Communities is a key strand of the LAA

## **8. Background papers**

These background papers were used in the preparation of this report:

Cambridgeshire Area Self Assessment – May 2010  
Local Area Agreement, Year End Performance Report - May 2010  
Proposals for a New Model of Partnership Working – May 2010  
Cambridge LSP, Performance Management Report – January 2010

## **9. Inspection of papers**

To inspect the background papers or if you have a query on the report please contact:

Author's Name: David Roberts  
Author's Phone Number: 01223 45 7104  
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To: Executive Councillor for Climate Change & Growth:  
Cllr Clare Blair

Report by: Head of Joint Urban Design

Relevant scrutiny committee: Environment Scrutiny  
October 5<sup>th</sup>  
2010

Wards affected:

Approval of the Capital Project Appraisal and Procurement Report and the S106 Public Art Initiative Funding of £28,815 Towards the Provision of Public Art as Part of the Upper River Cam Biodiversity Project  
Not a Key Decision.

### 1. Executive summary

- 1.1 The Upper Cam Biodiversity Project encompasses a complex of five natural green spaces on the banks of the river Cam, adjacent to the heart of the historic centre of the city. The enhancement of all five sites had been identified as a key priority in the adopted City Council Nature Conservation Strategy (2006). Following officer recommendations and public consultation, approval was given at the March 2010 Environment Scrutiny Committee to secure S106 Informal Open Space funding to undertake habitat and access enhancement works detailed in the project appraisal attached as Appendix 1.
- 1.2 As part of the Upper Cam Biodiversity Project an opportunity exists to commission an artist to contribute to the project. The proposed works as part of this wider project include improvements to access, wayfinding, legibility and interpretation. A major aim of the project is also to encourage more family exploration and use of the five open spaces.
- 1.3 This commission will contribute to the works proposed and, will be developed to address issues of legibility and wayfinding between the open spaces, adding the value of an artist to provide a creative interpretation to items identified in the wider project and add the value of the S106 Public Art Initiative to the existing budgets, to achieve this.
- 1.4 This Report seeks approvals for the Capital Project and Procurement Report and S106 Public Art Initiative funding of £28,815 towards the inclusion of public art within the Upper River Cam Biodiversity project. Any on-going revenue costs will be funded from the Local Nature Reserve revenue budget. A Capital Project Appraisal & Procurement Report for this commission was approved by the Asset Management Group on September 9th 2010 and is attached as Appendix 2.
- 1.5 The S106 funding for this project comes from a commuted public art payment from the Meadowcroft Hotel development and is subject to a repayment clause (November 2012).

## 2. Recommendations

- 2.1 The Executive Councillor is recommended: The Executive Councillor is recommended to approve the Capital Project Appraisal and Procurement Report and the S106 Public Art Initiative funding of £28,815 Towards the Provision of Public Art as Part of the Upper River Cam Biodiversity Project.

## 3. Background

- 3.1 The City Council is in the process of developing a Public Art Commissioning Strategy, which will be finalised in early 2011. The principle of the inclusion of public art within the Upper River Cam Biodiversity Project, has already been identified as part of that work. However, the project is proposed to be developed prior to the approval of the Public Art Commissioning Strategy, in order to ensure its integration with the wider Upper River Cam project and to also ensure its development and delivery prior to the expiration of a repayment clause within for the S106 contribution, which is proposed to be used for this project.
- 3.2 It has been identified through public consultation that an issue within the necklace of green spaces (which form the Upper River Cam Biodiversity Project) is poor legibility, in terms of understanding, which space one may be in and what is special about that space. Also, wayfinding through the spaces could be improved. Proposals within the wider project aim to resolve these issues. This commission will contribute to the delivery of those proposals, to resolve these issues, by adding the value of an artist to provide a creative interpretation to the project, using the S106 Public Art Initiative and adding it to the existing budget. The vision for the project is to commission subtle artworks that will encourage ALL users to engage, understand and appreciate these spaces.
- 3.3 The sites covered in the Upper River Cam Biodiversity project are (please refer to Appendix 3):
- Paradise Local Nature Reserve (LNR) and County Wildlife Site
  - River Cam County Wildlife Site
  - Coe Fen County Wildlife Site
  - Sheep's Green County Wildlife Site
  - Lower Vicar's Brook, New Bit & Coe Fen Straits City Wildlife Site
- 3.4 **Desired Outcomes of the commission:**
- Reinforce the City Council's commitment to 2010 International Year of Biodiversity
  - Promote the use of the five natural green spaces and connecting network of footpaths and open spaces
  - Promote improved legibility of signage and wayfinding
  - Encourage family use and exploration of the open space
  - Develop a sense of discovery through the open spaces
  - Provide points of reflection
  - Promote a heightened awareness and celebration of the city's open spaces

- Encourage biodiversity and awareness of the importance of biodiversity in the City
  - Encourage healthy lifestyles
  - Recognise the international importance of this historic landscape.
  - Inspire people to engage with their local natural environment
- 3.5 The commission will be subject to an ‘open competition’, where expressions of interest will be sought. Artists will be required to submit examples of previous work and asked to give an initial response to the artist’s brief. A shortlist of five artists will then be drawn up and those artists will be invited to attend an interview. This commission will comprise of three stages:
- Stage 1 – The selected artist will carry out preliminary research and work closely with the Project Steering Group to develop a series of artworks within the open spaces, which address issues of wayfinding, legibility and interpretation.
  - Stage 2 – The detailed development of the artwork proposals for final approval.
  - Stage 3 – The installation of final approved artworks.
- 3.6 A Project Steering Group will be appointed and will include the following: City Council Members, the City Council’s Nature Conservation Officer, and the Senior Arts and Urban Design Officer.
- 3.7 The artworks must be safe, robust and attractive and have minimal pollution impact in both the immediate and wider vicinity. They must be designed, manufactured and installed using sustainable materials, processes and techniques wherever possible. Other design considerations include safety implications, vandal resistance and maintenance access. A budget of up to £28,815 is proposed for the project. This budget is to include all fees, expenses, planning permission and approval costs, materials, fabrication, public consultation, transport, installation, sub-contractors costs, technical consulting advice (including structural engineering advice), insurances and any other costs associated with the making or installation of the pieces.
- 3.8 The S106 contribution for this project is subject to a repayment clause (after November 2012). Planning permission and Environment Agency Consent may be required for any artworks proposed in the River Cam floodplain. Appendix 4 provides indicative timescales for the delivery of the project.
- 3.9 If the proposal is successful with this request for funding, the development of a the proposal will involve:
- engagement with the local public
  - consultation with Ward Councillors and the Public Art Panel
  - final approval of the detailed proposal by the Executive Councillor for Climate Change and Growth
- 3.10 The Public Art Supplementary Planning Document (SPD) states that ‘any proposals brought forward for consideration for funding from the S106 Public Art Initiative must conform to the requirements of the SPD’. In Section 5.11 it states ‘successful public art should aim to deliver benefits through:

## **Community**

- *helping people to reflect on the nature of where they live or work or socialise*
- *Ownership and engagement* with spaces and places
- *Contributing* to the creation of the art work
- Improving *community safety* in the public realm
- Contributing to *community building* and social cohesion
- *Empowering* and involving the community in decision making

## **Placemaking**

- *Identity*, both citywide and locally
- *Orientation*, giving information about the place and its meaning
- Making *connections* that link the various meanings of the place and its relationship to its context
- Giving *directions* through the place and along routes and spaces
- *Animating* the place and building on its uses and activities
- Improving the *environmental quality* through the creation of artworks that provide visual and emotional delight

Key thematic issues for linking public art across the City also include the environment, focused around climate change and sustainable living (section 6.5). Section 9.8 in the Public Art SPD sets out the process for considering the funding of proposals from the S106 Public Art Initiative; this proposal is following the stages as set out in this part of the SPD. The proposal to integrate public art within the Upper River Cam Biodiversity project, therefore complies with the relevant policies set out in the SPD. Appendix 5 provides exemplars of artworks.

- 3.11 The project supports the Council's Nature Conservation Strategy objectives, both through the enhancement of an existing LNR (Paradise LNR) and the positive management of the adjacent Sheep's Green and Coe Fen County Wildlife sites. The designation of Sheep's Green and Coe Fen as Local Nature Reserves is proposed for 2011.
- 3.12 2010 has been named 'International Year of Biodiversity' by the United Nations and Cambridge City Council has pledged support to this initiative and the launch of this project would demonstrate the authorities commitment. Subject to relevant approvals the works will be complete by November 2012.

## **4. Implications**

- 4.1 Financial Implications: The project will be funded by the S106 Public Art Initiative. There are no financial implications for other council budgets. The contribution is subject to a repayment clause (November 2012)
- 4.2 Staffing Implications: The project will be managed by the Senior Arts and Urban Design Officer with support from the Nature Conservation Officer and therefore staff resources have already been committed and will continue you to be committed, subject of course to funding being provided and the project commencing.



- 4.3 Equal Opportunities Implications: No direct implications, however, it is the intention that public art is freely and widely accessible. An aim of the wider project is to address issues of accessibility to and through the open spaces.
- 4.4 Environmental Implications: The provision of public art in the city adds to the interest, variety and quality of the public realm. The project will provide a direct support to the promotion of biodiversity and support the Council's objectives to support the International Year of Biodiversity.
- 4.5 Community Safety Implications: There are no direct implications. The inclusion of works of art in public places can make them more attractive and encourage people to use them. Maintenance of public art is also an important consideration in assessing proposals. For instance, the ability to withstand vandalism and weathering should be demonstrated. Ongoing maintenance details are required to accompany all public art scheme submissions.

## 5. Background papers

These background papers were used in the preparation of this report:

- Public Art Supplementary Planning Document
- Landscape Master plan (June 2008) Paradise Project  
<http://www.lnr.cambridge.gov.uk/uploads/Paradise-LMP1.067.pdf>
- CCC Nature Conservation Strategy (2006).  
<http://www.cambridge.gov.uk/public/pdfs/Nature-Conservation-Strategy.pdf>
- Biodiversity Action Reporting System  
<http://www.ukbap-reporting.org.uk/uploaded/files/S41%20NERC%20List%20-%20May%202008v2.xls>
- Coe Fen & Sheep's Green Conservation Plan (2001)
- Paradise Local Nature Reserve Management Plan
- County Wildlife Site Register (2005)
- Sheep's Green and Coe Fen DRAFT Management plan

## 6. Appendices

Appendix 1 – Upper River Cam Biodiversity Capital Project Appraisal and Procurement Report

Appendix 2 - Upper River Cam Biodiversity Public Art Proposal Capital Project Appraisal and Procurement Report

Appendix 3 – Site plan illustrating Upper River Cam Biodiversity Project

Appendix 4 Indicative Timescales

## 7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Nadine Black  
Author's Phone Number: 01223 457989  
Author's Email: Nadine.black@cambridge.gov.uk

## Capital Project Appraisal & Procurement Report

Project Title	Upper River Cam Biodiversity Project
Target Start Date	August 2010
Target Completion Date	Dec 2012
Project Manager / Lead Officer	Ellis Selway Community Reserves Officer
Scrutiny Committee and Portfolio	Environment Scrutiny Committee – Environment, Climate Change & Growth
Scrutiny Committee Date	16 <sup>th</sup> March 2010

### 1 Recommendation/s

**Financial recommendations** - 'The Executive Councillor is asked to recommend this capital scheme (which is not included in the Council's Capital Plan) for approval by Council, subject to resources being available to fund the capital and revenue costs associated with the scheme. The total capital cost of the project is £130,000, funded through the Citywide S106 Informal Open Space contributions. The annual revenue costs, expected to be no greater than £5,000, will be funded from the Single Farm payment (SFP) and Local Nature Reserve (LNR) budget.

**Procurement recommendations** – 'The Executive Councillor is asked to approve the carrying out and completion of the procurement of materials and services for the project. If the quotation or tender sum exceeds the estimated contract value by more than 15%, the permission of the Executive Councillor and Director of Finance will be sought prior to proceeding.'

### 2 What is the project? Provide a description of the proposed project, justify the reason for the project, and note what alternative options were considered.

Habitat and access enhancement works have been identified for Paradise Local Nature Reserve as part of the Housing Growth Fund (HGF) Green Necklace Project.

These works have received favourable public response and were scheduled for 2010. HGF funding has been withdrawn however officers propose to continue these plans, utilising S106 contributions for Citywide Informal Open Space, as part of a wider project to include the adjacent Sheep's Green and Coe Fen County Wildlife Sites.

The enhancement of all three sites has been identified as a key priority in the adopted Nature Conservation Strategy (2006).

#### **Paradise Habitats and Access Project**

£110,000 would be allocated to the Paradise Habitats and Access project to achieve:

- Biodiversity improvements involving earthworks to lower sections of the marsh and diverting water from an existing ditch through the marsh, reducing the

amount of time the marsh dries out in the summer months. It is evident that the marsh and wet woodland are drying out and this is having a negative impact on the wildlife that is supported by these habitats. By creating a sustainable drainage system (SUDS) we aim to utilise runoff to increase biodiversity and improve the water quality before it is finally discharges into the Cam.

- Access improvements to allow year round access; including the upgrading of existing pathways and access points to DDA standards, the installation of a new raised boardwalk, and extension of the existing boardwalk. Improvements to access will allow safer access and increase usage of the reserve by families. This will address anti social behaviour by allowing the opportunity for wider public use.
- Installation of a canoe platform adjacent to Lammas Land car park, with minor alteration to the car parking layout to allow unobstructed access to the platform and reserve entrance.
- Installation of interpretation panels and seasonal nature trail to signpost users from the Lammas Land play area to maximise the opportunity for families to enjoy the trail. A new nature trail leaflet would be produced.
- Subject to relevant approvals the works will be complete by December 2012.

### **Sheep's Green and Coe Fen Project**

£20,000 will be used to implement the objectives of the Sheep's Green and Coe Fen Management Plan prepared in partnership with the Wildlife Trust:

- Installation of new Interpretation panels as part of proposed Local Nature Reserve Designation.
- Control of invasive plant species such as cow parsley and nettles to enhance grassland species richness.
- Tree works including the re-establishment of pollards and reduction of scrub/tress which cause significant shading to watercourses
- Channel works to create emergent shelves and access for cattle.

2010 has been named 'International Year of Biodiversity' by the United Nations and Cambridge City Council has pledged support to this initiative and the launch of this project would demonstrate the authorities commitment.

### **3 Outline the aims and objectives of the project and highlight how it contributes to achieving the Council's Medium Term Objectives.**

**MTO: Lead the growth of Cambridge to achieve attractive, sustainable new neighbourhoods, including affordable housing, close to a good range of facilities, and supported by transport networks so that people can opt not to use the car**

**Service Objective 10: To conserve (protect and enhance) the distinctive historic and natural environments of the City**

Management and promotion of nature conservation and biodiversity through:

- Adopt Coe Fen & Sheep's Green management plan and Investigate LNR designation
- Develop and secure funding for Paradise LNR enhancement project

The project supports the Council's Nature Conservation Strategy objectives, both through the enhancement of an existing LNR (Paradise LNR) and the positive management of the adjacent Sheep's Green and Coe Fen County Wildlife sites. The designation of Sheep's Green and Coe Fen as Local Nature Reserves is proposed for 2011.

**4 Identify and summarise the impact on and major issues for stakeholders & other departments. Summarise the key results of initial consultation (including members where appropriate).**

The following key stake holders have been consulted and full support has been given with have no objections:

- Residents of Newnham (Paradise Open Evening)
- Councillors
- The Local Wildlife Trust
- Environment Agency, Cam Conservators
- Nature Conservation Strategy Implementation Group

The Sheeps Green & Coe Fen Management plan has been drafted in consultation with key officers and stakeholders. It is planned that this will go to public consultation in Spring 2010.

This joint project will positively benefit the county NI197 target to increase the number of local wildlife sites in favourable management.

**5 Procurement. What resources for this project will be procured from outside the Council? What method of procurement are you to use? What is the estimated total value for each procurement element?**

Individual elements of the project could be procured by obtaining three written quotes (<£30,000) and/or through invitation to tender for works and/or utilising the Environmental Improvement Schedule of Rates for Engineering Projects. Figures are based on quotes received for previous work and/or Schedule of Rates.

**Paradise Habitat and Access Project:**

Biodiversity improvements: £30,000

- Three written quotes to be obtained.

Access improvements: £77,000

- Contractors used for previous projects on LNR's would be asked to provide quotes on the access elements of the project. Scottish Natural Heritage Specifications based on DDA requirements would be given where appropriate

i.e. path, boardwalk and access point design.

- Invitation to tender or Environmental Improvement Schedule of Rates for Engineering Projects would be used.

Interpretation: £3000

- Use of current supplier of interpretation materials.

**Sheep's Green and Coe Fen Project:**

Project cost £20,000

- Streetscene and Contractors used for previous LNR projects. Tree work will be advertised using the Arboriculture Team's procedures and guidance.

**6 Summarise key risks associated with the project. Include the key risks the project aims to mitigate, risks involved in delivery of the project and risks that might occur if the project does not take place.**

- Paradise LNR and Sheep's Green/Coe Fen contain both national and local priority habitats and species, including wet woodland, lowland grassland and river and streams; supporting species such as Dunnock, Bullfinch, Song Thrush, Spotted Flycatcher, Starling, Common Lizard, Common Toad, Grass Snake, Otter, Pipistrelle Bat, Harvest Mouse, and Hedgehog (Section 41 NERC Act: Species of principal importance in England).
- The project supports the objectives contained within Cambridge City Council's Nature Conservation Strategy adopted in November 2006 through the enhancement of an existing/proposed LNR's to benefit biodiversity.
- Much of the access work would improve site safety and duty under the DDA act.
- Without the proposed biodiversity works the marsh/wet woodland at Paradise LNR and the grasslands of the County Wildlife Sites would further deteriorate and CCC would be failing in its duty to biodiversity under the NERC Act 2006.

**7 Financial implications. Comment on any special financial considerations associated with the project such as grant or funding conditions. Ensure that any additional insurance costs/implications are considered.**

**Appraisal prepared on the following price base**

**2010 / 2011**

The maximum capital cost of the project is £130,000. Materials used including recycled plastic would be durable, virtually maintenance free and covered under the councils insurance, in the same way as existing Local Nature Reserve infrastructure.

The revenue costs of the project are expected to be no greater than £5000 annually, and can be funded from the Local Nature Reserve revenue budget and Single Farm payment received for the Commons. In addition the weekly LNR volunteer team would be tasked with elements of the initial project and maintenance.

<b>8A Capital costs &amp; funding</b>		
	<b>£</b>	<b>Comments</b>
<b>Capital Costs</b>		
Biodiversity Works (Paradise)	30,000	
Access works (Paradise)	77,000	
Interpretation costs	3,000	
Sheep's Green/Coe Fen costs	20,000	All costs
<b>Total Capital cost</b>	<b>130,000</b>	
<b>Capital Income / Funding</b>		
Citywide S106 Informal Open Space contributions	130,000	Requested funding
Revenue contributions		
<b>Total Income</b>	<b>130,000</b>	
<b>Net Capital Bid</b>	<b>0</b>	
<b>Expenditure profiling:</b>		
	<b>£</b>	<b>Comments</b>
Year 1: 20010 / 2011	107,000	<i>(Usually the current financial year)</i>
Year 2: 2011 / 2012	<b>23,000</b>	
<b>Net Capital Bid</b>		

*Appendix A, Capital Project Appraisal profiling, should also be completed.*

<b>8B Revenue costs</b>			
	<b>In 2011/12 per (year) £</b>	<b>Ongoing £</b>	<b>Comments</b>
<b>Revenue Costs</b>			
Employees			
Premises costs	5,000	5,000	SFP and LNR budget
Transport			
Supplies & Services			
Repair & renewal contributions			
<b>Total revenue cost</b>	<b>5,000</b>	<b>5,000</b>	
<b>Revenue Income</b>			
New charges, rents etc.			
Existing revenue budget/s	5,000	5,000	
<b>Total income</b>	<b>5,000</b>	<b>5,000</b>	
<b>Net revenue bid</b>	<b>0</b>	<b>0</b>	



**9 VAT implications. Comment on any VAT implications identified in consultation with the Finance Department.**

- There are no adverse VAT implications to this project

**10 Other implications. Comment on any other relevant implications including property, accommodation, environmental, health & safety, community safety, procurement, human resource, equal opportunities and diversity.**

- These works provide safe access along the river and around the reserve, as well as enhancing biodiversity. It is hoped that these works would help to reduce anti-social behaviour at Paradise LNR.

**11 Estimate of staffing resource required to deliver the project. Comment on the availability of internal project team resources. Ensure that the costs of external resources required have been included in the financial table/s above.**

- The project would be implemented by the Community Reserves Officer and be overseen by the Nature Conservation Projects Officer. Volunteers from the Tuesday Conservation Group would provide additional help. Work has already started on the design of the individual elements of the project. Tree felling work at Paradise LNR is due to be completed before 1<sup>st</sup> March 2010 to allow phasing of proposed works and to minimise disturbance to wildlife. Work is on-going on preparation of the FD1 application for flood consent from the Environment Agency and planning application if required.
- Works would be completed by end of December 2012.

Skills required / internal or external	Estimated number of hours	Proposed Timescale	
		Start date	Finish date
Community Reserves officer/volunteers	50hrs/annum	April 2010	On-going

**12 Identify any dependencies upon other work or projects. Identify any other projects which cannot progress until this particular piece of work is complete**

- N/A

**13 Background Papers. List any background papers used in the preparation of this project appraisal.**

- Landscape Master plan (June 2008) Paradise Project  
<http://www.lnr.cambridge.gov.uk/uploads/Paradise-LMP1.067.pdf>
- CCC Nature Conservation Strategy (2006).  
<http://www.cambridge.gov.uk/public/pdfs/Nature-Conservation-Strategy.pdf>
- Biodiversity Action Reporting System  
<http://www.ukbap-reporting.org.uk/uploaded/files/S41%20NERC%20List%20-%20May%202008v2.xls>

**14 Inspection of papers**

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Filename/path	N:\POLICY AND PROJECTS\LNR Sites\LNR 070 Paradise\071 Reserve Management	Last amended	22/09/2010 09:35

**Finance Department use only:**

<b>Project Approval Dates</b>	<b>Date</b>
Approved by DoF	
Reviewed by AMG / ICT	
Executive Councillor Approval	
Scrutiny Committee Approval (if applicable)	
Council Funding Approval	
Added to Hold List	
Removed from Hold List	
Added to Capital Plan	

Capital Project Appraisal - Capital costs & funding - Profiling

Appendix A

Make sure year headings match start date ...

	2009/10	2010/11	2011/12	2012/13	2013/14	Comments
	£	£	£	£	£	
<b>Capital Costs</b>						
Building contractor / works		107,000	23,000			
Purchase of vehicles, plant & equipment						
Professional / Consultants fees						
Other capital expenditure:						
<b>Total Capital cost</b>	<b>0</b>	<b>107,000</b>	<b>23,000</b>	<b>0</b>	<b>0</b>	
<b>Capital Income / Funding</b>						
Government Grant						
S106 funding		107,000	23,000			Citywide Informal Open Space
R&R funding						(State cost centre/s)
Earmarked Funds						(State cost centre/s)
Existing capital programme funding						(Programme ref.)
Revenue contributions						(State cost centre/s)
<b>Total Income</b>	<b>0</b>	<b>107,000</b>	<b>23,000</b>	<b>0</b>	<b>0</b>	
<b>Net Capital Bid</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## Capital Project Appraisal & Procurement Report

Project Title	Upper River Cam Biodiversity Public Art Project
Target Start Date	October 2010
Target Completion Date	November 2012
Project Manager / Lead Officer	Nadine Black – Senior Arts and Urban Design Officer
Scrutiny Committee and Portfolio	Environment Scrutiny Committee – Environment, Climate Change & Growth
Scrutiny Committee Date	October 2010

### 1 Recommendation/s

**Financial recommendations** - 'The Executive Councillor is asked to recommend this capital scheme (which is not included in the Council's Capital Plan) for approval by Council, subject to resources being available to fund the capital and revenue costs associated with the scheme. The total capital cost of the project is £28,815, funded through S106 Public Art Initiative contributions. The minimal revenue costs, will be funded from the Local Nature Reserve (LNR) budget.

**Procurement recommendations** – 'The Executive Councillor is asked to approve the carrying out and completion of the procurement of materials and services for the project. If the quotation or tender sum exceeds the estimated contract value by more than 15%, the permission of the Executive Councillor and Director of Finance will be sought prior to proceeding.'

### 2 What is the project? Provide a description of the proposed project, justify the reason for the project, and note what alternative options were considered.

The Upper Cam Biodiversity Project encompasses a complex of natural green spaces on the banks of the river Cam, adjacent to the heart of the historic centre of the city. The enhancement of all five sites had been identified as a key priority in the adopted City Council Nature Conservation Strategy (2006). Following officer recommendations and public consultation, approval was given at the March 2010 Environment Scrutiny Committee to secure S106 Informal Open Space funding to undertake habitat and access enhancement works detailed in the project appraisal attached as Appendix 1.

The sites covered by the Upper River Cam Biodiversity project are (please refer to figure 1):

- Paradise Local Nature Reserve (LNR) and County Wildlife Site
- River Cam County Wildlife Site
- Coe Fen County Wildlife Site

- Sheep's Green County Wildlife Site
- Lower Vicar's Brook, New Bit & Coe Fen Straits City Wildlife Site

These sites are also continuous with the following public open spaces:

- Lamas Land
- Laundress Green
- The Riverside walk to Granchester Meadows (heading south)
- The Riverside walk to the world famous 'Backs' (heading north)

As part of the Upper Cam Biodiversity project a significant opportunity exists for an artist to contribute to the project. The proposed works as part of this wider project include improvements to access, wayfinding, legibility and interpretation. A major aim of the project is also to encourage more family exploration and use of the five open spaces.

This commission will contribute to the works proposed and, will be developed to address issues of legibility and wayfinding between the open spaces, adding the value of an artist to provide a creative interpretation to items identified in the wider project and the value of the S106 Public Art Initiative to the existing budgets.

A number and variety of routes are present giving people access to, through and between the sites. These include:

- The River Cam – Boaters, swimmers, anglers
- Cycleways – Cyclists and pedestrians,
- Riverside Walk – Ramblers using public footpath
- Footbridges - all
- Surfaced paths - commuters
- The Fen Causeway road and path - People waiting in traffic
- Informal grass paths and areas - picnickers
- Open areas – students e.g. flora surveys
- Road Underpass
- Canoe platforms - Information from the river
- Local Nature Reserve – All, plus possible birdwatchers, natural history enthusiasts

In addition there are views across the site from:

- Lammas land Children's play area and paddling pool
- Double Tree Hotel
- Peterhouse College
- Granta Pub & Bella Italia
- Mill Pub
- Faculty of Engineering
- Ley School
- Botanic Gardens

The vision for the project is to commission subtle artworks that will encourage ALL users to engage, understand and appreciate these spaces.

A project group will be formed for the artwork commission and will comprise of

The Senior Arts and Urban Design Officer and the Nature Conservation Officer, and nominated Ward Councilors.

The project will comprise of three stages:

- Stage 1 – The artist will carry out preliminary research and work closely with the project team to develop a series of artworks within the open spaces, which address issues of wayfinding, legibility and interpretation.
- Stage 2 – The detailed development of the artwork proposals for final approval.
- Stage 3 – The installation of final approved artworks.

The City Council is also in the process of developing a Public art Commissioning Strategy, which will be finalised in early 2011. This project has already been identified as part of that work. However, the project is proposed to be developed at this time in order to ensure its integration with the wider Upper River Cam project and to also ensure it's development and delivery prior to the expiration of a repayment clause within for the S106 contribution, which is proposed to be used for this project.

2010 has been named 'International Year of Biodiversity' by the United Nations and Cambridge City Council has pledged support to this initiative and the launch of this project would demonstrate the authorities commitment.

Appendix 2 contains examples of similar types of projects.

### **3 Outline the aims and objectives of the project and highlight how it contributes to achieving the Council's Vision.**

#### **Desired Outcomes of the commission:**

- Reinforce the City Council's commitment to 2010 International Year of Biodiversity
- Promote the use of the five natural green spaces and connecting network of footpaths and open spaces
- Promote improved legibility of signage and wayfinding
- Encourage family use and exploration of the open space
- Develop a sense of discovery through the open spaces
- Provide points of reflection
- Promote a heightened awareness and celebration of the city's open spaces
- Encourage biodiversity and awareness of the importance of biodiversity in the City
- Encourage healthy lifestyles
- Recognise the international importance of this historic landscape.
- Inspire people to engage with their local natural environment

### **Achieving the Council's Vision:**

- **A city which is diverse and tolerant, values activities which bring people together and where everyone feels they have a stake in the community**
- **A city which draws inspiration from its iconic historic centre and achieves a sense of place in all of its parts with generous urban open spaces and well designed buildings**
- **A city in the forefront of low carbon living and minimising its impact on the environment from waste and pollution**
- **A city whose citizens feel they can influence public decision making and are equally keen to pursue individual and community initiatives**
- **A city where getting around is primarily by public transport, bike and on foot**

The project also supports the Council's Nature Conservation Strategy objectives, both through the enhancement of an existing LNR (Paradise LNR) and the positive management of the adjacent Sheep's Green and Coe Fen County Wildlife sites. The designation of Sheep's Green and Coe Fen as Local Nature Reserves is proposed for 2011.

#### **4 Identify and summarise the impact on and major issues for stakeholders & other departments. Summarise the key results of initial consultation (including members where appropriate).**

The following key stake holders have been consulted for the wider Upper River Cam Biodiversity project and full support has been given with have no objections:

- Residents of Newnham (Paradise Open Evening)
- Councillors
- The Local Wildlife Trust
- Environment Agency, Cam Conservators
- Nature Conservation Strategy Implementation Group

Possible stakeholders to be included in the further development of proposals include:

Local Wildlife Trust  
Weekly Conservation volunteers  
Botanic Gardens  
Hobsons Conduit Trust  
Double Tree Hotel  
Scudamores  
Trumpington Farm Estate  
Newnham Residents  
Retail outlet on Lamas land  
Families using Lammas Land Play area  
Bella Pasta Italian restaurant  
Peterhouse College



Cambridge Natural History Society  
Pinder and graziers  
Canoe Club  
Active Communities  
City Services  
Cambridge Past, Present & Future  
Love Cambridge  
County Council – Rights of way  
Environment Agency  
Fisherman using river  
Leys School  
Tourists  
Cambridge University  
Cam Valley Forum  
Cam Conservators

**5 Procurement. What resources for this project will be procured from outside the Council? What method of procurement are you to use? What is the estimated total value for each procurement element?**

The commission to design, build and install the artworks will be submitted for tender to both local and national artists. Cambridge City Council's procurement procedure will be followed. An artist will be commissioned through 'open competition'.

**6 Summarise key risks associated with the project. Include the key risks the project aims to mitigate, risks involved in delivery of the project and risks that might occur if the project does not take place.**

- The S106 contribution for this project is subject to a repayment clause
- (after November 2012).
- Paradise LNR and Sheep's Green/Coe Fen contain both national and local priority habitats and species, including wet woodland, lowland grassland and river and streams; supporting species such as Dunnock, Bullfinch, Song Thrush, Spotted Flycatcher, Starling, Common Lizard, Common Toad, Grass Snake, Otter, Pipistrelle Bat, Harvest Mouse, and Hedgehog (Section 41 NERC Act: Species of principal importance in England).
- The project supports the objectives contained within Cambridge City Council's Nature Conservation Strategy adopted in November 2006 through the enhancement of an existing/proposed LNR's to benefit biodiversity.
- Much of the access work would improve site safety and duty under the DDA act.
- The project supports improving Wayfinding and raising awareness of the biodiversity in the open spaces.

- Planning permission may be required and will need to address the potential issues of vandalism, fire and flood damage. Environment agency consent may also be required for any artworks proposed in the River Cam floodplain.

**7 Financial implications. Comment on any special financial considerations associated with the project such as grant or funding conditions. Ensure that any additional insurance costs/implications are considered.**

**Appraisal prepared on the following price base**

**2010 / 2011**

The capital cost of the project is £28,815, funded through the Meadowcroft Hotel Site S106 Public art contribution.

All proposed artworks must be durable and virtually maintenance free. They will be covered under the councils insurance in the same way as existing Local Nature Reserve infrastructure.

The revenue costs of the project are expected to be no greater than £250 annually, and can be funded from the Local Nature Reserve revenue budget.

<b>8A Capital costs &amp; funding</b>		
	<b>£</b>	<b>Comments</b>
<b>Capital Costs</b>		
Artist and Artworks	28,815	All costs  This commission will contribute to the works proposed as part of the wider project, adding the value of an artist to provide a creative interpretation to items identified in the wider project and to those existing budgets, which are contained within Appendix 1
<b>Total Capital cost</b>	<b>28,815</b>	
<b>Capital Income / Funding</b>		
S106 Public Art Initiative contributions	28,815	Requested funding
Revenue contributions		
<b>Total Income</b>	<b>28,815</b>	
<b>Net Capital Bid</b>	<b>0</b>	
<b>Expenditure profiling:</b>	<b>£</b>	<b>Comments</b>
Year 1: 2010 / 2011		<i>(Usually the current financial year)</i>
Year 2: 2011 / 2012	<b>28,815</b>	
<b>Net Capital Bid</b>	<b>0</b>	

*Appendix A, Capital Project Appraisal profiling, should also be completed.*

<b>8B Revenue costs</b>			
	<b>In 2011/12 per (year) £</b>	<b>Ongoing £</b>	<b>Comments</b>
<b>Revenue Costs</b>			
Employees			
Premises costs			
Transport			
Supplies & Services			
Repair & renewal contributions	250	250	LNR Budget
<b>Total revenue cost</b>	<b>250</b>	<b>250</b>	
<b>Revenue Income</b>			
New charges, rents etc.			
Existing revenue budget/s			
<b>Total income</b>			
<b>Net revenue bid</b>	<b>0</b>	<b>0</b>	

**9 VAT implications. Comment on any VAT implications identified in consultation with the Finance Department.**

- There are no adverse VAT implications to this project

**10 Other implications. Comment on any other relevant implications including property, accommodation, environmental, health & safety, community safety, procurement, human resource, equal opportunities and diversity.**

- These works provide safe access along the river and around the reserve, as well as enhancing biodiversity. It is hoped that these works would help to reduce anti-social behaviour at Paradise LNR.
- The proposed location for the site is in City Council ownership.
- The project is in a highly accessible location for all to view. Projects emanating from this commission will reach out to all sections of the community.
- The S106 Public Art initiative contribution for funding this project has a direct relationship to the site from where the contribution was commuted.

**11 Estimate of staffing resource required to deliver the project. Comment on the availability of internal project team resources. Ensure that the costs of external resources required have been included in the financial table/s above.**

- The project will be implemented as part of the principal accountabilities of the Senior Arts and Urban Design Officer and supported by the Nature Conservation Officer and the Community Reserves Officer.
- Works will be completed by end of November 2012

Skills required / internal or external	Estimated number of hours	Proposed Timescale	
		Start date	Finish date
Project management	50hrs/annum	October 2010	November 2012

<p><b>12 Identify any dependencies upon other work or projects. Identify any other projects which cannot progress until this particular piece of work is complete</b></p>
<ul style="list-style-type: none"> <li>This commission requires to be fully integrated with the wider works proposed for the Upper River Cam Biodiversity Project.</li> </ul>
<p><b>13 Background Papers. List any background papers used in the preparation of this project appraisal.</b></p>
<ul style="list-style-type: none"> <li>Landscape Master plan (June 2008) Paradise Project <a href="http://www.lnr.cambridge.gov.uk/uploads/Paradise-LMP1.067.pdf">http://www.lnr.cambridge.gov.uk/uploads/Paradise-LMP1.067.pdf</a></li> <li>CCC Nature Conservation Strategy (2006). <a href="http://www.cambridge.gov.uk/public/pdfs/Nature-Conservation-Strategy.pdf">http://www.cambridge.gov.uk/public/pdfs/Nature-Conservation-Strategy.pdf</a></li> <li>Biodiversity Action Reporting System <a href="http://www.ukbap-reporting.org.uk/uploaded/files/S41%20NERC%20List%20-%20May%202008v2.xls">http://www.ukbap-reporting.org.uk/uploaded/files/S41%20NERC%20List%20-%20May%202008v2.xls</a></li> <li>Coe Fen &amp; Sheep's Green Conservation Plan (2001)</li> <li>Paradise Local Nature Reserve Management Plan</li> <li>County Wildlife Site Register (2005)</li> <li>Sheep's Green and Coe Fen DRAFT Management plan</li> </ul>

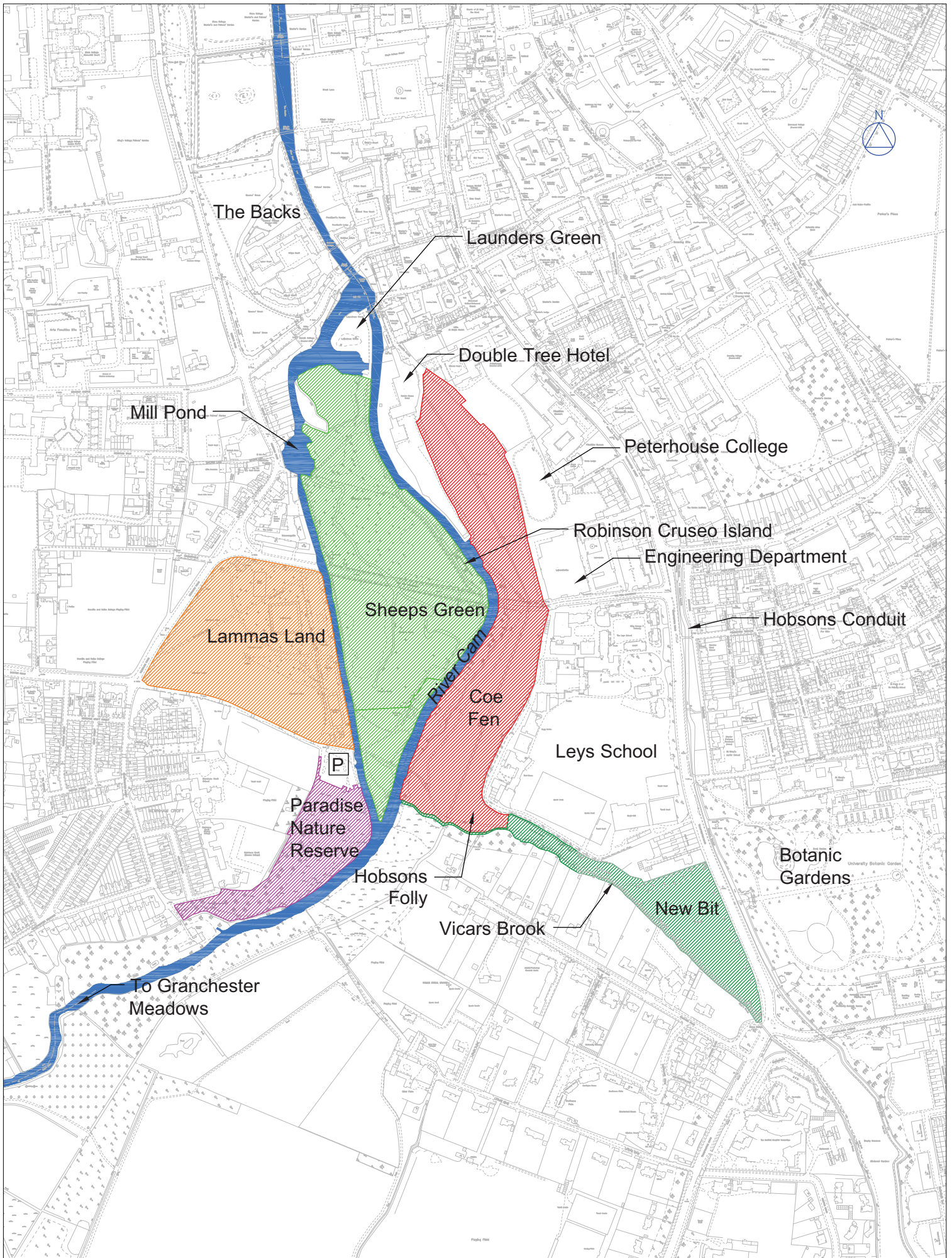
<b>14 Inspection of papers</b>			
Author's Name	Nadine Black and Guy Belcher		
Author's phone No.	01223 457989/ 01223 457135	Email	<a href="mailto:nadine.black@cambridge.gov.uk">nadine.black@cambridge.gov.uk</a> <a href="mailto:guy.belcher@cambridge.gov.uk">guy.belcher@cambridge.gov.uk</a>
Filename/path	N:\POLICY AND PROJECTS\	Last amended	25.08.10

**Finance Department use only:**

<b>Project Approval Dates</b>	<b>Date</b>
Approved by DoF	
Reviewed by AMG / ICT	
Executive Councillor Approval	
Scrutiny Committee Approval (if applicable)	
Council Funding Approval	
Added to Hold List	
Removed from Hold List	
Added to Capital Plan	

S106 funding			28,815			Citywide Informal Open Space
R&R funding						(State cost centre/s)
Earmarked Funds						(State cost centre/s)
Existing capital programme funding						(Programme ref.)
Revenue contributions						(State cost centre/s)
<b>Total Income</b>	<b>0</b>		<b>28,815</b>	<b>0</b>	<b>0</b>	
<b>Net Capital Bid</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	





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**Upper Cam Biodiversity Project timeline ~ Art project specific actions appear in bold**

<sup>1</sup> Quality Review of Preliminary Design	5 wks	Mon 04/10/10 Fri 05/11/10
<b>Develop Procurement Strategy/Artist's Brief</b>	<b>4wks</b>	<b>Mon 11/10/10 Fri 29/11/10</b>
<b>Prepare Contract for Artist</b>	<b>5 wks</b>	<b>Mon 01/11/10 Fri 03/12/10</b>
<b>Finalise Art Project Steering Group (PSG)</b>	<b>2 wks</b>	<b>Mon 08/11/10 Fri 22/11/10</b>
Further site investigation (soil samples, topo etc)	4 wks	Mon 01/11/10 Fri 26/11/10
Ecological Survey	4 wks	Mon 29/11/10 Fri 24/12/10
<b>PSG Approve Project Scope</b>	<b>1 wk</b>	<b>Mon 29/11/11 Fri 03/11/11</b>
Review Tree Protocol	1 wk	Mon 27/12/10 Fri 31/12/10
De-adoption of Anglian Water Pipe	2 mons	Mon 29/11/10 Fri 21/01/11
<b>Open tender period</b>	<b>6wks</b>	<b>Tue 04/01/11 Tues 08/02/11</b>
<b>Evaluate Tenders</b>	<b>3 days</b>	<b>Wed 09/02/11 Fri 11/02/11</b>
<b>PSG Agrees Artists to Invite to Interview (Including Liaison with PA Panel on Feb 14<sup>th</sup>)</b>	<b>1wk</b>	<b>Mon 14/02/10 Fri 18/02/11</b>
<b>Artist Interviews</b>	<b>1wk</b>	<b>Mon 21/02/11 Fri 25/02/11</b>
<b>Selection of Artist</b>	<b>1wk</b>	<b>Mon 28/02/11 Fri 04/03/11</b>
<b>Pre-Contract meeting with Artist</b>	<b>1wk</b>	<b>Mon 07/03/11 Fri 11/03/11</b>
<b>Artist Develops Concept Design</b>	<b>8 wks</b>	<b>Mon 14/03/11 Fri 06/05/11</b>
<b>Quality Review of Preliminary Design (Including Liaison with PA Panel on Mar 16th)</b>	<b>10 days</b>	<b>Mon 09/05/11 Fri 18/05/11</b>
<b>Consultation/Exhibition</b>	<b>4 wks</b>	<b>Mon 09/05/11 Fri 03/06/11</b>
<b>Consultation with Planning/EA on concept Design</b>	<b>4 wks</b>	<b>Mon 09/05/11 Fri 03/06/11</b>
<b>Officers/PSG Review Consultation. Agree concept design</b>	<b>1wk</b>	<b>Mon 06/06/11 Fri 10/06/11</b>
<b>Artist to develop full proposal</b>	<b>4 wks</b>	<b>Mon 13/06/11 Fri 08/07/11</b>
<b>Review Final Proposal (include PAP)</b>	<b>1 wk</b>	<b>Mon 11/07/11 Fri 15/07/11</b>
<b>Prepare Final Revisions (if required)</b>	<b>2 wks</b>	<b>Mon 18/07/11 Fri 29/07/11</b>
<b>Prepare and submit artwork Planning Application</b>	<b>8wks</b>	<b>Mon 01/08/11 Fri 30/09/11</b>
<b>Fabricate Artworks -To be agreed with artist (this will vary depending on proposal)</b>		
<b>Installation of artworks - Will vary depending on project. Project must be fully implemented by Nov 2012</b>		

Detailed Fencing & Access Design	5 wks	Mon 21/03/11 Fri 22/04/11
Quality Review	1 wk	Mon 25/04/11 Fri 29/04/11
Environment Agency Liaison	4 mons	Mon 08/11/10 Fri 25/02/11
Consent Applications (EA & Cam Conservators)	8 wks	Mon 02/05/11 Fri 24/06/11
Full Planning Approval Application	8 wks	Mon 02/05/11 Fri 24/06/11
Notification of start date	4 wks	Mon 27/06/11 Fri 22/07/11
Construction	6 wks	Mon 25/07/11 Fri 02/09/11
Quality Review & Snagging with Contractor	1 wk	Mon 05/09/11 Fri 09/09/11
Promotion of Completion	2 wks	Mon 12/09/11 Fri 23/09/11
Opening Ceremony	1 day	Mon 26/09/11 Mon 26/09/11
Review of 12 month Maintenance Period	1 wk	Mon 06/08/12 Fri 10/08/12

Record of Executive Decision

**Revision to the previous request to seek approval to formally enter into the Concessionary Fares Agreement with Cambridgeshire County Council (the Coordinating Authority) and the District Travel Concessionary Authorities (TCAs)**

**Decision of:** Councillor Blair Executive Councillor for Climate Change and Growth

**Reference:** 10/Env/U3

**Date of decision:** 5<sup>th</sup> July 2010 **Recorded on:** 5<sup>th</sup> July 2010

**Decision Type:** Key Decision

**Matter for Decision:** To formally agree changes to the dates on the 2009 Record of Decision relating to the Concessionary Fares Agreement from 31 March 2009 to 'ongoing'

**Why the decision had to be made (and any alternative options):** The attached report was prepared in October 2009 in respect of the above Concessionary Fares Agreement (CFA). At the time the report was written, it was expected that the CFA would expire on 31 March 2009 following what had been an 18 month negotiation period and that a new CFA would be negotiated separately for future years.

The position at the conclusion of complex negotiations, with six local authorities which, in the end, concluded in mid June 2010, was that this would be an ongoing agreement with a high level understanding that the County alone would take over Concessionary Fares commencing April 2011.

The document CFA is set up so that it can be terminated simply in time for that date, or, it can carry on if policy changes before the end of this tax year.

In the circumstances, Cllr Reid's decision of 22 October 2009 needs to be substituted for a Record of Decision, which reflects what has been set out above.

**The Executive Councillor's decision(s):** Formally agreed changes to the dates on the 2009 Record of Decision relating to the Concessionary Fares Agreement from 31 March 2009 to 'ongoing'

**Reasons for the decision:** As set out in the officers report

<b>Scrutiny consideration:</b>	The Chair and Spokesperson of Environment Scrutiny Committee were consulted prior to the action being authorised.
<b>Report:</b>	A report detailing the background and financial considerations is attached.
<b>Conflicts of interest:</b>	None
<b>Comments:</b>	



## Cambridge City Council

To: Councillor Clare Blair (Executive Councillor for Climate Change and Growth)

Report by: Simon Payne

Relevant scrutiny committee: Environment Scrutiny Committee      Urgency Provisions

Wards affected: All

To accept a revision to the previous request to seek approval to formally enter into the Concessionary Fares Agreement with Cambridgeshire County Council (the Coordinating Authority) and the District Travel Concessionary Authorities (TCAs)

### **Key Decision**

#### **1. Executive summary**

The attached report was prepared in October 2009 in respect of the above Concessionary Fares Agreement (CFA). At the time the report was written, it was expected that the CFA would expire on 31 March 2009 following what had been an 18 month negotiation period and that a new CFA would be negotiated separately for future years.

The position at the conclusion of complex negotiations, with six local authorities which, in the end, concluded in mid June 2010, was that this would be an ongoing agreement with a high level understanding that the County alone would take over Concessionary Fares commencing April 2011.

The document CFA is set up so that it can be terminated simply in time for that date, or, it can carry on if policy changes before the end of this tax year.

In the circumstances, Cllr Reid's decision of 22 October 2009 needs to be substituted for a Record of Decision, which reflects what has been set out above.

#### **2. Recommendations**

**The Executive Councillor is recommended:**

To formally agree the date changes to the Concessionary Fares Agreement.

### **3. Background**

- 3.1 The attached Urgency Decision Report and Record of Decision set out the original agreement by Cllr Reid for Cambridge City Council to enter into the Concessionary Fares Agreement with Cambridgeshire County Council (the Coordinating Authority) and the District Travel Concessionary Authorities (TCAs)
- 3.2 Since this agreement, the position of the Agreement has changed and has become an ongoing Agreement as above

### **4. Implications**

- a). There are no further implications to the City Council.

### **5. Background papers**

These background papers were used in the preparation of this report:  
Concessionary Fares Participation Agreement

### **6. Appendices**

### **7. Inspection of papers**

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Christine Leonard  
Author's Phone Number: 01223 457182  
Author's Email: christine.leonard@cambridge.gov.uk



<b>Byron's Pool Fish Pass Project</b>
---------------------------------------

**Decision of:** Councillor Blair Executive Councillor for Climate Change and Growth

**Reference:** 10/Env/U4

**Date of decision:** 24rd August 2010 **Recorded on:** 31<sup>th</sup> August 2010

**Decision Type:** Non Key Decision

**Matter for Decision:** The Executive Councillor is recommended to approve an options clause in the tender documents to facilitate delivery of all, or options of the project, subject to tenders received and the overall contract value, using the remaining Housing Growth Fund monies.

**Why the decision had to be made (and any alternative options):** Officers worked hard to seek alternative funding for committed projects and to deliver the Fish Pass Project (phase 2) within the constraints of the new funding allocation. Subsequently the funding remaining for the fish pass construction after other elements of the Biodiversity Project had been delivered, was greatly reduced.

A planning application has also been submitted to South Cambridgeshire District Council (as the development site falls within their administrative boundary).

The delivery of the project is subject to Environment Agency consent and Planning Permission being granted.

The timescale for delivery (construction) of the project is constrained by winter flooding, the likely disturbance to amphibians and the HGF delivery deadline. The window for construction is Mid-November 2010 to end of January 2011. If delayed beyond this time subsequent phases can't be started until September 2011.

An open tender process is proposed. Known companies specialising in environmental river restoration projects will be made aware of an advertisement to be placed on Cambridge City

Council's website.

To allow sufficient time for preparation of tenders, as stated under Cambridge City Council's procurement rules, and to complete the project within the constraints listed above, officers intend to issue the tender advert by end of August 2010.

**The Executive Councillor's decision(s):** Agreed to approve an options clause in the tender documents to facilitate delivery of all, or options of the project, subject to tenders received and the overall contract value, using the remaining Housing Growth Fund monies.

**Reasons for the decision:** Cambridge City Council will lose the HGF monies allocated for this project if it is not completed by the 31<sup>st</sup> March 2011.

**Scrutiny consideration:** The Chair and Spokesperson of Environment Scrutiny Committee were consulted prior to the action being authorised.

**Report:** A report detailing the background and financial considerations is attached.

**Conflicts of interest:** None

**Comments:**



To: Clare Blair  
Report by: Toni Ainley  
Relevant scrutiny committee: Environment Scrutiny 5/10/10  
Wards affected: Trumpington (nearest ward)

## **Byron's Pool Fish Pass Project Urgent Decision**

### **1. Executive summary**

- 1.1 Officers have been working on the delivery of phase 2 of the Byron's Pool LNR Biodiversity project funded by Housing Growth Fund (HGF) monies received from Cambridge Horizons.
- 1.2 This project was approved as part of Year 2 and 3 HGF funded Biodiversity Projects associated with Local Nature Reserves and City Wildlife Sites (overall project value £251,500) at Environment Scrutiny Committee on the 23<sup>rd</sup> June 2009 (09/ENV/50).
- 1.3 Monies have been allocated to facilitate the delivery of biodiversity improvements in areas of housing growth. A number of biodiversity and access enhancements have been made at Byron's Pool Local Nature Reserve (Phase 1) using Year 1 HGF monies.
- 1.4 The Byron's Pool Fish Pass Project (Phase 2) will enable fish to negotiate the existing weir on the River Cam by providing a fish pass consisting of a small weir and natural looking bypass channel following the line of an existing ditch. The project aims to improve the habitat for amphibians by deepening four existing amphibian pools.
- 1.5 Year 3 HGF projects must be claimed for and completed before 31<sup>st</sup> March 2011.
- 1.6 Mott MacDonald, a fish pass specialist company, has been employed to design the fish pass, run the tender and award the contract for construction on behalf of Cambridge City Council. The Contract with the construction contractor will be between that contractor and the Council.

- 1.7 A number of problems outside the control of Cambridge City Council have delayed the delivery of the project.
- 1.8 £53,000 of Year 2 and 3 HGF monies have been used so far to enhance a pond, improve access and on site interpretation and pay for the Byron's Pool Family Fun Day, which attracted over 1000 people to the reserve. Further monies have been used to pay for Mott MacDonald's consultancy fees and planning application fees associated with the fish pass. A further £12,000 has been allocated for the delivery of biodiversity enhancements on the Hobson Conduit.
- 1.9 The overall estimated contract value (c.£100,00) may exceed the HGF monies remaining (£70,000), subject to the tenders received.
- 1.10 To facilitate the delivery of the project it is therefore proposed that an options clause be included in the tender documents. This would in effect break the project into separate lots and allow us to pick and choose which lots would be contracted when – this would be by the exercise of the appropriate option(s) specified in the contract. Each lot would be a meaningful deliverable in its own right. If the overall cost is within the remaining funds, then the overall project would be completed.
- 1.11 Section 106 funding totalling £240,198 from Trumpington Meadows and Glebe Farm developments, of which half will be released on the commencement of the building of the first dwellings, has been secured for ecological mitigation at Byron's Pool LNR. This could be used to fund uncompleted options (not completed using HGF monies).
- 1.12 Officers will submit a report to asset management group and Environment Scrutiny Committee to seek approval for the use of these Section106 funds when they become available.
- 1.13 There is potential that additional funding from the Environment Agency and other interested parties can be secured so that the project can be contracted in its entirety at the outset, which is likely to reduce the overall cost.
- 1.14 Cambridge City Council will lose the HGF monies allocated for this project if it is not completed by the 31<sup>st</sup> March 2011.

## **2. Recommendations**

The Executive Councillor is recommended:

- 2.1 To approve an options clause in the tender documents to facilitate delivery of all, or options of the project, subject to tenders received and the overall contract value, using the remaining Housing Growth Fund monies.

## **3. Background**

- 3.1 On the 23<sup>rd</sup> of July 2009 Cambridge Horizons informed Cambridge City Council that the original allocation of £251,500 may be cut and work was to be suspended on the delivery of the projects until further notice. It was not until the 4<sup>th</sup> January 2010 that they confirmed that Communities and Local Government Department had cut the SW Cambridge Habitats and Access project initial allocation of £251,500 to a new allocation of £135,000 for the period 2009-11. They also indicated that any remaining funding should be allocated for projects where housing growth was imminent.
- 3.2 Officers worked hard to seek alternative funding for committed projects and to deliver the Fish Pass Project (phase 2) within the constraints of the new funding allocation. Subsequently the funding remaining for the fish pass construction after other elements of the Biodiversity Project had been delivered, was greatly reduced.
- 3.3 Consent for the fish pass was refused by the Environment Agency in March 2010. Following advice from the Environment Agency the design has been modified and an application for consent re-submitted
- 3.4 A planning application has also been submitted to South Cambridgeshire District Council (as the development site falls within their administrative boundary).
- 3.5 The delivery of the project is subject to Environment Agency consent and Planning Permission being granted.
- 3.6 The project had been delayed due to disputed additional costs claimed by Mott MacDonald. This has now been resolved.
- 3.7 The timescale for delivery (construction) of the project is constrained by winter flooding, the likely disturbance to amphibians and the HGF delivery deadline. The window for construction is Mid-November 2010 to end of January 2011. If delayed beyond this time subsequent phases can't be started until September 2011.

- 3.8 An open tender process is proposed. Known companies specialising in environmental river restoration projects will be made aware of an advertisement to be placed on Cambridge City Council's website.
- 3.9 To allow sufficient time for preparation of tenders, as stated under Cambridge City Council's procurement rules, and to complete the project within the constraints listed above, officers intend to issue the tender advert by end of August 2010.

#### **4. Implications**

- 4.1 Loss of HGF monies allocated for this project if it is not completed by the 31<sup>st</sup> March 2011.
- 4.2 Cambridge Horizons would need to grant permission to use the HGF monies for alternative project which falls within the criteria for funding allocation. It is unlikely that a new project can be developed and procured within the remaining timescales.
- 4.3 Loss of officers time on the delivery of the project.
- 4.4 Payment to Mott MacDonald for their services and for additional work to carry out the tender process beyond agreed timescales.

#### **5. Background papers**

These background papers were used in the preparation of this report:

Record of decision (09/ENV/50) Year 2 and 3 Housing Growth Biodiversity Projects

Byron's Pool Fish Pass- Planning Application Design and Access Statement

#### **6. Appendices**

None

#### **7. Inspection of papers**

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Ellis Selway- Community Reserves Officer  
Author's Phone Number: 01223 457367 or 07919 572504  
Author's Email: [ellis.selway@cambridge.gov.uk](mailto:ellis.selway@cambridge.gov.uk)