

**ENVIRONMENT  
SCRUTINY COMMITTEE**5 July 2005  
10.00am – 2.30pm

**PRESENT:** Councillors Reid (Chair), Adey, Baker, Bradnack, Churchill, Durrant, Herbert, Holland and Ward (Vice Chair).

**ALSO PRESENT:** Executive Councillors Cllr Bailey (Planning and Transport), Cllr Coleman (Environmental Services)

**FOR THE INFORMATION OF THE COUNCIL****05/ENV/32 Minutes**

The minutes of the meetings held on 22 March and 19 May were confirmed as a correct record and signed by the Chair.

**05/ENV/33 Apologies For Absence**

None.

**05/ENV/34 Declarations Of Interest**

Codes of Conduct personal interests were declared as follows:

Cllr Reid (Chair) as a member of the Cambridge Cycling Campaign and the Ramblers Association.

**05/ENV/35 Public Question Time****a) Item 15: Fourth Annual Report on Planning Obligations 2004/05**

Mr M Bond, Secretary of the Old Chesterton Residents Association, spoke to Item 15: Fourth Annual Report on Planning Obligations 2005/05. He referred to the S106 funding associated with the planning permission granted for the former SIMOCO site, and the lack of progress of development on that site. This had resulted in the Parochial Church Council having to consider how to fund the building of the Hall which was to have been provided under the S106 Agreement. Interest and repayment would reduce the resources available for developing community activities based in the Hall.

The local Community was aware of the number of developments in the area which had provided community facility contributions from developers and that the report recorded the amount of financial contributions available for spending at 31 May 2005. The PCC requested that the Council give consideration to some form of loan from these contributions.

The Chair confirmed that the questions would be dealt with under the relevant item.

**b) Item 5: Draft Strategy for the Southern Fringe Area Development Framework**

Mr S Sillery of Bidwell's asked for evidence of need for a secondary school for which provision had been made in the Structure Plan at the request of the County Council. The City Council had expressed its preference for development of facilities at Long Road and there had been no opportunity for scrutiny of the decision to include provision of a secondary school within the Strategy.

Mr B Harris, from the Education Authority, responded to the comments and offered to brief Mr Sillery separately.

### **05/ENV/36 Draft Strategy for the Southern Fringe Area Development Framework**

The report referred to the Major development within the Southern Fringe of the City and into South Cambridgeshire which would be a significant part of the planned growth for the Cambridge Sub-region. The local authorities and the various land owners and developers were keen to see this brought forward as soon as possible after the adoption of the Cambridge Local Plan in May-June of 2006.

Labour members asked that a Labour group representative be included on the Southern Fringe Member Reference Group.

Members also discussed:

- public access to meetings of the Reference Group;
- the question of a southern relief road
- the need for diversity in the resulting development

Trumpington Ward Councillors had met to discuss the implications for the ward and the southern area, following which they submitted a formal response for consideration by the Committee and the Executive Councillor. These were taken as an amendment to the recommendations.

Councillor Bradnack's proposal that the meetings of the Steering Group be open to the public was lost by 3 votes to 0.

The Committee approved the following recommendations for the Executive Councillor by 5 votes to 0.

- (a) approve the "Draft Strategy for an Area Development Framework for Cambridge Southern Fringe" and to direct staff to undertake further preparation of a Draft Area Development Framework for public consultation incorporating points raised by Trumpington Ward Councillors prior to consideration of the final document by Environment Scrutiny Committee in November 2005; and
- (b) approve the proposals for project managing the work on the Southern Fringe set out in paragraphs 3.6-3.18.

The Executive Councillor for Planning and Transport approved the recommendations.

## **05/ENV/37 City Council Response To The A14 Consultation (Highways Agency)**

The County and its constitutive Council/Districts had agreed at a meeting of the Joint Planning and Transport Service Development Group (JPTDG) on 7 March 2005 to formulate a common response to the Highways Agency consultation on the A14 improvements. It had been agreed that Cambridgeshire County Council would produce this document and share it with the other districts. The Districts had also agreed that complementary responses could be sent to the Highways Agency on aspects of the scheme specific to local authorities or if a local authority wanted to depart from some aspects of the common response.

The County's draft response to the A14 consultation (appendix 1) was circulated at the JPTDG on the 25 May. Members at this meeting collectively agreed with the thrust of the document. However, it was felt that some key issues for the Cambridge area were not mentioned or properly addressed in County's response. The intention of the report was to put forward these issues for consideration by the Environment Scrutiny Committee and recommendation by the Executive Councillor. If recommended, they would be sent to the Highways Agency to complement the County's response.

As a result of discussion at the Area Joint Committee on 4 July, members took the view that the response should acknowledge that there were likely to be some adverse traffic impacts on the City of the proposed improvements and that robust steps would be needed to deal with these. The City Council had no preconceptions as to what steps will need to be taken, but wished to have the matter acknowledged explicitly and appropriate strands of work initiated in parallel with the work on the Long term Transport Strategy.

In discussion members raised concerns over the lack of proposals relating to improvement of the A14/A10 junction and the Executive Councillor Transport and Planning undertook to consider this issue further.

The following amendment to the recommendation in the report was circulated and agreed unopposed:

'In 1 change 'endorse' to 'note'

In 2 amend to read:

to approve the City Council's representations on the Highways Agency A14 consultation support, based on the contents of the officers' report, provided that the implementation of the proposals is linked to the emerging long term transport strategy for Cambridge City that will comprise a comprehensive package of demand management and mitigation measures to address any unacceptable impacts that might otherwise arise from additional traffic using an improved A14. Specifically the representations to include: '

The Committee approved the following recommendations for the Executive Councillor by 5 votes to 0.

- 1) to note the County's response to the Highways Agency A14 consultation attached in appendix 1; and

- 2) to approve the City Council's representations on the Highways Agency A14 consultation support, based on the contents of the officers' report, provided that the implementation of the proposals is linked to the emerging long term transport strategy for Cambridge City that will comprise a comprehensive package of demand management and mitigation measures to address any unacceptable impacts that might otherwise arise from additional traffic using an improved A14. Specifically the representations to include:
- a) The need for an in-depth comparative traffic analysis of the impacts of A14 improvements on the Cambridge area, comparing the options (i.e. for the CHUMMS and "alternative scenario")
  - b) The need to include a fiscal and physical demand management element in the above modelling exercise, as recommended by the CHUMMS study.
  - c) The request for additional slip roads between the A428 and the A14 towards Huntingdon and between the A428 and the M11 at Girton Interchange to take account of the sub-regional growth pressures, including from Northstowe, the West Cambridge site and other locations in the A14/A428/A421 corridor.
  - d) The need for further investigation on the role of the M11-Madingley Road north facing slip roads.

The Executive Councillor for Planning and Transport approved the amended recommendations.

### **05/ENV/38 Policies And Procedures Related To Refuse Collection And Recycling Services**

The purpose of this report was to obtain agreement to the Policy document attached as an appendix to the report. This gave details of policies that need to be formally agreed before the implementation of the new alternate week collections system for refuse and the new service for the collection of plastic bottles. These policies will provide agreed, clear service standards for both existing services and the new plastic bottle service. These policies are also important in providing residents with information so that they know what service they can expect from the council and what they need to do in return.

The following amendment to the recommendations was agreed unopposed which dealt with any additions or amendments to policies following implementation:

- 1) To agree the Policy Document on Alternate Week Refuse and Recycling Collections attached as Appendix 1 to this report, to take effect from 1 August 2005, the new collection rotas to be implemented from October 2005.
- 2) That any amendment or addition to the policy document necessary to facilitate the change in service be agreed in consultation with the Chair and Spokesperson of the Scrutiny Committee.

Members would be circulated with additional information on the numbers of black and green bins issued.

The wording relating to crews' discretion to collect recyclable waste would be reviewed and agreed by the Executive Councillor for Environmental Services following consultation with the Chair and Spokesperson.

The Committee approved the recommendations as amended for the Executive Councillor by 5 votes to 0.

The Executive Councillor for Environmental Services approved the amended recommendations.

#### **05/ENV/39 Alternate Weekly Collections And Kerbside Plastics Recycling Scheme – Project Appraisal**

The project appraisal gave financial details about costs and savings related to the project, plus implications for other departments of this project. There were some changes to the capital expenditure. The Executive Councillor was recommended to approve the project appraisal and the changes to the expenditure which remained within the original overall capital budget. Details of the capital expenditure were given in section 12 of the appraisal.

The Committee approved the recommendation for the Executive Councillor by 5 votes to 0.

The Executive Councillor for Environmental Services approved the amended recommendations.

#### **05/ENV/40 Performance Management**

This report is to enable the Scrutiny Committee to decide which of the Service Plans that fall within its remit they wish to scrutinise in the November 2005 cycle. Scrutiny Members were asked to decide whether they want to scrutinise all of the service plans that fall within the remit of the committee in detail, or whether they want to scrutinise some of the plans, or not call in some plans at all.

**Resolved** to scrutinise all of the service plans that fall within the remit of the committee in the November 2005 cycle

The Executive Councillors for Environmental Services and for Planning and Transport noted the Committee's decision.

#### **05/ENV/41 Medium Term Strategy**

The Council's Constitution, Part 4C (Budget and Policy Framework procedure Rules) required the issue of a Medium Term Strategy (MTS) document. The MTS set out the financial context in which the budget for the following year would be made, issues which are or will be facing the Council. It considered policy priorities and an indication of the approach which Executive Councillors were minded to take in respect of preparing budget proposals. The document also outlined proposals for consulting the public and the business community regarding budget matters.

This report detailed items which relate to the Committee and which needed to be taken into consideration in drafting the September 2005 MTS.

The full MTS will be considered at the 5 September meeting of the Strategy Scrutiny Committee and will be submitted to Council on 8 September 2005, for adoption.

**05/ENV/42 Public Toilet Improvement Programme – Lammas Land**

The report covered the project to refurbish the public conveniences at Lammas Land, using modern materials and design to improve user safety and confidence. There were three options schemes to consider. The Basic Scheme would provide improved standards and meet current regulations, in particular disabled, baby changing and shower facilities. The Intermediate Scheme sought to incorporate energy saving initiatives such as solar power and rainwater capture. The full scheme incorporated the present public toilet building and adjacent 'pump room' building into one centre.

Labour group members asked for a scoping review of the provision in the city, taking into account those Toilets which remained to be improved.

An amendment was circulated to delete the second recommendation and amend the recommendations to:

'To agree the Basic Scheme plus the added features of solar energy and captured rainwater facilities. The cost of the scheme (£180,000) to be funded from the existing Public Conveniences Capital Programme (PRO16).'

The Committee approved the amended recommendation for the Executive Councillor by 5 votes to 0.

The Executive Councillor for Environmental Services approved the amended recommendations.

**05/ENV/43 Public Toilet Improvement Programme - High Street, Cherry Hinton**

The report covered the project to refurbish the public conveniences using modern materials and design to improve user safety and energy conservation as appropriate. The improvements would include facilities for the disabled as well as a baby changing table.

An amendment was circulated to amend the recommendations to:

- 1) To agree to the modernisation of these public conveniences as set out in the project appraisal appended to the report.
- 2) To seek approval from Council to increase the funding for the existing Public Conveniences Capital Programme (PRO16) by £65,000; from use of uncommitted funding in the current plan.

The Committee approved the amended recommendation for the Executive Councillor by 5 votes to 0.

The Executive Councillor for Environmental Services approved the amended recommendations.

**05/ENV/44 Development, Consultation And Implementation Of An Air Quality Action Plan Relating To The Cambridge Air Quality Management Area**

Following declaration of an Air Quality Management Area, the City Council's Environment Protection Team the report set out proposals for partnership working with the County Council to integrate the Council's Air Quality Action Plan within the County's Local Transport Plan (LTP) as recommended by DEFRA. This integrated approach would enable the City and County Councils to tackle traffic related emissions effectively and minimise consultation costs for both authorities.

Labour group members felt that the City should do all it could to make the actions more challenging while recognising the County Council was the lead authority.

The Committee approved the recommendation for the Executive Councillor by 6 votes to 0.

The Executive Councillor for Environmental Services approved the recommendations.

**05/ENV/45 Cambridgeshire Local Transport Plan 2006-2011**

The report referred to the Local Transport Plans which were statutory documents prepared by local transport authorities, and required by the Transport Act 2000. They were public documents that set out the local authority's policies, strategies, objectives and targets for improving transport in their communities. The first Cambridgeshire LTP, covering the period 2001-2006, was submitted to the government in July 2000, and each year an Annual Progress Report (APR) was also submitted. However, in 2003 the County chose to submit a new LTP covering the period 2004-2011.

Second round LTPs were now being prepared nationally, and Cambridgeshire is required to re-submit its LTP to comply with revised LTP guidance. The report relates to the 'provisional' LTP, which was to be submitted to government by July 2005. The final LTP would need to be submitted by March 2006. District councils were consulted by the County during the preparation of the LTP, and should submit a supporting statement for inclusion within the document. This would demonstrate to the government that the Districts had been involved in the process and that they supported the aims of the LTP.

Labour members expressed concern at the omission of consideration of the area north of Newmarket road

The Committee approved the recommendation for the Executive Councillor by 5 votes to 0.

The Executive Councillor for Planning and Transport approved the recommendations.

**05/ENV/46 Fourth Annual Report On Planning Obligations 2004/2005**

As part of the adoption of the Planning Obligation Strategy 2004 as Supplementary Planning Guidance, the Strategy was to be reviewed annually and an accompanying report on S106 management, administration and expenditure would be produced. Paragraph 3.6 in the report set out why it was not appropriate to carry out a formal review at this stage. The annual update report on the management and administration of the planning obligation system and the expenditure of contributions was presented for endorsement by the Executive Councillor.

The Committee considered the comments made by Mr M Bond, Secretary of the Old Chesterton Residents Association. Officers informed the committee that the Head of Development Services was looking into the feasibility of making a loan from the existing S106 funds and alternative means of meeting the cost of the provision of the hall. Until this had been clarified no response could be made except to acknowledge the difficulty being faced by the Parochial Church Council and offer support.

Members said they would welcome more detail about the S106 process and the allocation of funding. The Special projects and Implementation Officer said the Head of Community Services determined priority for grant allocation, and that she would refer the request to that service.

Labour Group members suggested that a working party was needed to deal with the backlog of funding being held. They were also concerned about the resourcing of the process and whether there were sufficient staff.

Members discussed the requirement for level of affordable housing in developments and heard that the Executive Councillor Housing and Health had requested an audit of the level of available affordable housing in the city. They acknowledged that it was the role of the this committee to scrutinise the collection of S106 funds which would then be distributed elsewhere. It was important that the S106 process was transparent and readily open to public access and information kept up to date, for instance of the Council's website.

Amended recommendations, circulated prior to the meeting were approved without opposition as set out below:

- 1) To endorse the update report on the management and administration of planning obligations and the expenditure of contributions (Sections 3.3, 3.4 and 3.6.)
- 2) To note the progress made to date in relation to the implementation of recommendations set out in the 2003 S106 internal audit report and the timescale for progress in relation to implementation of the outstanding recommendations (Section 3.5.).
- 3) To note the recent comments made in relation to the operation of the existing Planning Obligation Strategy and planning obligations system and the suggested areas for future further consideration and possible review as part of the LDS process (Sections 3.7 and 3.8.)
- 4) To approve the setting up of a Planning Obligations Members Reference Group and to agree terms of reference and membership of that Group at the Environment Scrutiny Committee's next meeting.
- 5) To agree that the findings and conclusions of post-project reviews carried out by the Planning Obligations Members Reference Group (as referred to in

Recommendation 2.4 above) should be incorporated into future annual reports on planning obligations.

A further amendment proposed by Councillor Bradnack that recommendation 2.4 be amended so that the membership and terms of reference of the Member reference Group be agreed by the Executive Councillor for Planning and Transport following consultation with the Chair and the Spokesperson was carried without opposition.

The Committee approved the amended recommendation for the Executive Councillor by 6 votes to 0.

The Executive Councillor for Planning and Transport approved the amended recommendations.

### **05/ENV/47 Funding For Small Schemes To Improve Cycling Around The City**

Whilst major cycle schemes such as the re-signage of the cycle network and improvement to radial routes into the city were funded through the City and County Council joint funded capital cycleway budget it was recognised that the funding of small cycle schemes was also very important. Small improvements could have a significant effect in local areas, particularly when this included the removal of barriers to cycling. The current revenue budget for small cycle schemes, as outlined below, had achieved significant local improvements and officers recommended the expansion of this work to meet local demand. This would be achieved through:

- 1 increasing the budget by transferring £5,000 for three years from the Walking and Cycling Strategy capital budget;
- 2 setting out a methodology for prioritisation; and
- 3 providing the opportunity to local residents of contributing to the list of schemes.

Current and future commitments of the Walking and Cycling Strategy budget indicated that, following the transfer for minor cycle schemes, the balance of funding should also be transferred to revenue.

The Committee approved the recommendations for the Executive Councillor by 5 votes to 0.

The Executive Councillor for Planning and Transport approved the recommendations.

### **05/ENV/48 Corn Exchange Street/Wheeler Street Contra-Flow Cycling Facility**

This report considered whether to support a scheme to introduce contra-flow cycling facilities in Corn Exchange Street and Wheeler Street. The appendices A and B outlined the issues associated with these facilities, particularly the potential conflict between cars and cyclists at the exit car park. Although most of these facilities would be on the highway, some of the land concerned belongs to the City Council and, as set out below, both the County Council and City Council are being asked their view of the scheme design.

The Committee approved the recommendations for the Executive Councillor by 5 votes to 0.

The Executive Councillor for Planning and Transport approved the recommendations.

### **05/ENV/49 Urban Design Strategy**

The proposed “Urban Design Agenda for Cambridge” set out the key priorities of work and underlining approaches to urban design for City Council. This function was part of the Policy and Projects Team in the Department of Environment and Planning.

The areas of focus for the “Urban Design Agenda” included the major areas of change as set out in the re-deposit Local Plan, major projects (such as the Emmanuel Street Traffic Scheme planning and design), and the public realm (street lighting/furniture, and public spaces). The “Agenda” was also about providing positive guidance and ensuring the use of “best practice” in bringing forward urban design solutions.

The Committee approved the recommendations for the Executive Councillor by 5 votes to 0.

The Executive Councillor for Planning and Transport approved the recommendations.

### **05/ENV/50 Verge Parking Pilot Scheme**

In January 2003 the Executive Councillor for the Environment approved the re-making of the City Byelaw prohibiting the parking of motor vehicles on grass verges and the identification of an area to trial a pilot scheme. The Office of the Deputy Prime Minister had confirmed the making of the new byelaw and it was now appropriate to identify an area. To implement a City wide verge parking prohibition would require extensive on street signing and potentially a high level of enforcement resources

A number of roads or areas had been suggested by Ward Councillors, of which Mowbray Road appeared to be the most suitable.

The Committee approved the recommendations for the Executive Councillor by 5 votes to 0.

The Executive Councillor for Planning and Transport approved the recommendations.

### **05/ENV/51 VisitCambridge business plan 2005/06**

VisitCambridge was the City Councils Tourism Service, charged with meeting the goals and objectives set out in the Tourism Strategy 2001-2006. The Business Plan, appendix 1 of the report, took into account this strategy, the new Economic

Development Strategy and changes in the industry in the intervening period, and set out actions for achieving sustainable management of a buoyant visitor industry.

The Committee approved the recommendations for the Executive Councillor by 4 votes to 0.

The Executive Councillor for Planning and Transport approved the recommendations.

### **05/ENV/52 Cambridgeshire & Peterborough Minerals & Waste Development Plan - Issues & Options Paper**

The City Council had been sent an issues and options paper for comment by the County Council. This was the first stage of a process that would lead to the adoption of a new minerals and waste development plan by the County Council which would replace the existing plan. It contained a series of questions on which comments were sought. Those questions concerning minerals, which whilst important, were not directly relevant to the City Council due to the absence of mineral extraction sites within or close to Cambridge. Therefore the draft comments set out in Appendix A concentrated upon issues and options for dealing with waste. A decision was needed to allow the City Council to influence the future development of the Minerals and Waste Development Plan at the earliest possible stage.

The Committee approved the recommendations for the Executive Councillor by 5 votes to 0.

The Executive Councillor for Planning and Transport approved the recommendations.

### **05/ENV/53 Day And Time Of Meetings**

As part of the review of decision making, the day and time each Scrutiny Committee met was raised as an issue. The Decision Making Working Party decided that it should be left to each Scrutiny Committee to decide for itself whether the existing arrangement was satisfactory.

**Resolved** that no change be made to the day and time of meetings of the Committee.

### **05/ENV/54 Forward Plan**

The Forward Plan had not been included on the Scrutiny Committee's agenda as at the time of publication there were no non-key items listed.

**CHAIR**