

**ENVIRONMENT
SCRUTINY COMMITTEE**20 March 2007
10.00am – 12.29pm

PRESENT: Councillors Ward (Chair), Bailey, Baker, Durrant, Herbert, Holland, Holness Newbold and Shah.

ALSO PRESENT: Councillor Smart for minute number 07/ENV/24
Executive Councillor Reid (Planning and Transport)
Executive Councillor C Rosenstiel (Environmental Services)

FOR THE INFORMATION OF THE COUNCIL**07/ENV/18 Minutes**

The minutes of 9 January 2007 were amended as follows (amendments in bold):
Re: 07/ENV/03 Declarations of Interest to read "Cllr Durrant in minute number 07/ENV/11 as co-chair of Cambridge Futures and in minute number 07/ENV/07 in relation to the grant to the Nappy Network as **a Director of Cambridgeshire Community Reuse and Recycling Network.**"

07/ENV/19 Apologies

None.

07/ENV/20 Declarations of Interest

Councillors declared the following personal interests:
Cllr Herbert in minute number 07/ENV/24 as a Governor of the Parkside Federation and having taken a keen interest in Coleridge School.
Cllr Durrant in minute number 07/ENV/25 as a Trustee of East Barnwell Community Centre.

07/ENV/21 Public Questions

None.

07/ENV/22 Estimated revenue and capital outturn, carry forwards and significant variances for 2006/07 (Environmental Services) (see also record of decision 07/ENV/10)

The Scrutiny Committee agreed (by 6 votes to 0) the recommendations for the Executive Councillor.

The Executive Councillor agreed the recommendations.

07/ENV/23 Estimated revenue and capital outturn, carry forwards and significant variances for 2006/07 (Planning and Transport) (see also record of decision 07/ENV/11)

Councillor Durrant proposed an amendment to the recommendations that recommendation b) "To approve a grant of £24,828 from the City Centre Management Capital Programme (PR003) towards the first phase of the City Centre Wayfinding project (see paragraph 3.7)" be omitted so that the recommendations then read:

- a) Agreed the provisional carry forward requests, totalling £183,000 as detailed in Appendix C of the officer report, to be recommended to Council for approval, subject to the final outturn position.
- b) Noted that £15,000 from the City Centre Management Capital Programme (PR003) was approved as part of the agreed funding for the Fisher Square Environmental Scheme at Strategy Scrutiny 9 February 2007.

This amendment was agreed by the Scrutiny Committee and by the Executive Councillor.

Councillor Durrant asked whether the funds used for recommendation b) above were linked to Planning Obligation funds.

The officers confirmed that some of the £15,000 was from S106 funds and that in future there would be more under the S106 public realm funds.

The Scrutiny Committee considered and approved the amended recommendations by 6 votes to 0.

The Executive Councillor agreed the amended recommendations.

07/ENV/24 Review of Secondary Education in Cambridge (see also record of decision 07/ENV/12)

The Chair welcomed the officers from the County Council: Adrian Loades, (Director of Planning & Development, Children & Young People's Services), Hazel Belchamber (Head of Infrastructure, Children's Services) and Mike Hosking (Director of Community Services). He also reminded members that a response from the County Council to the City Council Report had been pre-circulated to them.

Councillors raised the following to which the County Council officers replied (A):

- a) Abbey Ward was underprovided with secondary schools. Students were to be bussed from Abbey to Coleridge and those near to Coleridge to the new secondary school on the Southern Fringe site. So a request to officers to investigate further potential for a secondary school in Abbey Ward.

A: Agreed that the journey from Abbey to Coleridge not easy. However, the majority of children would not be bussed from Abbey to Coleridge. Agreed to consider the request.

- b) To have real community schools in the Southern Fringe and elsewhere would be ambitious but realisable.

- c) What style of building would be constructed and what would its eco-status be?

A: The County Council had an active commitment to reduce the environmental impact of new developments. The BREEAM excellent standard was used.

- d) The Executive Councillor requested the County Council to take a lead regarding standards by making the BREEAM excellent standard the minimum for school buildings.

A: A decision about this would be made at a County Council Cabinet meeting in June.

- e) What were the parameters for the height of a secondary school building?

A: Normally 2 storeys with part of the building including halls which were 2-storey. More storeys could lead to diseconomies.

- f) Re: 5.5 of the County Council response which said "the suggestion at paragraph 3.22 of the City's report that account is taken of the need for existing schools to expand to absorb part of the required growth and therefore the reduce the landtake of the new school is noted. However, as the review states, Manor School is planned to expand to its site capacity. The site of Chesterton Community College provides little opportunity for expansion without a very costly and fundamental reconfiguration of school buildings. Further detailed work has been commissioned to explore these options following discussions with developers and will be concluded by the end of March". Where would that decision be made?

A: At a meeting of the County Council's Cabinet on 17 April.

The Executive Councillor asked if it would be possible to see a draft of the report and the officers agreed to send a copy to her.

Hazel
Belchamber

- g) Further clarification requested of the County's response to Recommendation 2.1

- d) Morley Memorial School: Further consideration should be given to the implications of changing this from the Coleridge catchment to the new Southern Fringe school.

A: Consultation had been carried out at the school. The outcome was that the County did need to re-consider whether there should be two small secondary schools on the eastern fringe rather than one large one.

- h) A full review of the catchment boundaries for the city to take into account the need for long term planning would be welcome, even though there would be disadvantages for those families who had chosen where to live because of the current catchment areas.
- i) A request that consideration be given to building a secondary school on the Greenhouse Farm site.
- j) Transport for the Coleridge catchment area was unsatisfactory. A request that safe routes to school be made a priority to stop parents taking their children by car. There was an obligation to provide transport even if families lived within the 3-mile radius of the school. A review of education for 16-19 year olds was also important.

A: The County had a commitment to safe routes and there was a duty to provide transport. A Sustainable Travel Strategy was part of the duty under the Act. Over the next 3 years, each school would have its own travel plan. Currently 47% of schools had such a plan. The lead body for a review of education for 16-19 year olds was the Learning and Skills Council.

The Executive Councillor said it was helpful to have a clear view of the location of the school but there were implications for S106 funding if the entry was 8 form rather than 5 form.

A: The County Council was aware of the finite nature of the S106 funds available. The 8 form option was to allow for future expansion and could be part of the S106 negotiations. It was also important to bear in mind the provision of shared facilities.

The Executive Councillor said land was crucial and the case for co-location of community facilities was welcome. She asked when councillors would consider the prioritisation of S106 funded facilities for the Southern Fringe.

The Director of Environment & Planning said that the Local Planning Authority determined these and Heads of Terms would be drawn up. The Local Development Vehicle was also creating uncertainty because of the delay in learning what central government funding would be available.

The Special Projects & Implementation Manager said that at a meeting the previous day, a new timetable had been drawn up. The developer for the Clay Farm application needed to amend the application to incorporate the Secondary School. If they could legally do that, then the application would come forward in September. They needed to be convinced of the need for an 8 form school. The timetable would include provision for the involvement of councillors in the prioritisation of the allocation of S106 funds.

The Scrutiny Committee proposed two additional recommendations as follows:

- e) To urge the County Council to consider provision of a small secondary school to serve the Abbey Ward of the City in addition to the large secondary school to be provided on the Airport Site.
- f) To ask the County Council to consider the merits of the Park & Ride site at Greenhouse Farm as a possible site for a small secondary school to serve new development north of Newmarket Road and the Abbey Ward of the City.

The Executive Councillor agreed these additional recommendations.

The Scrutiny Committee considered and approved the amended recommendations by 5 votes to 0.

The Executive Councillor agreed the amended recommendations.

07/ENV/25 Review of Planning Obligation Strategy *(see also record of decision 07/ENV/13)*

Members suggested some detailed amendments to wording.

Councillor Herbert expressed some concerns about the complexity of the Strategy and whether that might interfere with getting the balance right in the provision of the different facilities provided by S106 funding. He also noted that there had been few appeals in the last 3 years from developers in relation to S106 requirements.

The Director of Environment & Planning said that the Strategy provided the methodology for assessments in the context of the Local Plan. It provided the basis for any defence of any S106 decisions taken. The decision about whether or not the balance was right would be decided at the determination of each planning application.

The Executive Councillor asked members to note that additional financial contributions would be introduced for Primary Health Care infrastructure in relation to residential developments of 100 units or more and for the provision of household waste and recycling receptacles. In addition, standard monitoring charges would be introduced to

cover the costs associated with the management and administration of planning obligations.

The Executive Councillor decided to defer approval of Appendix B which listed all the S106 projects until it had been audited and agreed by the Executive Councillor, Chair and Spokes.

The Scrutiny Committee agreed (by 6 votes to 0) the recommendations for the Executive Councillor, recommendation 2.2 being agreed subject to detailed wording changes and subject to the amended Appendix B being audited and then approved by the Chair, Spokes and Executive Councillor

The Executive Councillor agreed the recommendations as above.

07/ENV/26 Environmental Improvements Programme 2007-08 (see also record of decision 07/ENV/14)

The Scrutiny Committee agreed the recommendations for the Executive Councillor.

The Executive Councillor agreed the recommendations.

07/ENV/27 Long Term Transport Strategy – Objectives for Demand Management (see also record of decision 07/ENV/15)

The Transport Planning Manager introduced the report. By September 2007, the County Council would be expected by central government to have a view on what measures they would put in place in order to obtain funding through the Transport Innovation Fund. The City Council would like the County Council to include a wide range of options for demand management on top of possible road user charging. In response to a question from the Chair he indicated that the City Council should be able to see a draft of the County Council's proposals in May 2007.

Councillors raised the following:

- A request that points made in the Development Plan Steering Group in December be added:
 1. Measures to stop people using their cars
 2. Provision of excellent public transport
- The importance of linking measures such as these with other measures such as school travel plans.
- How would the East Area Transport Plan link in to the Long Term Transport Strategy?
- Any demand management measures would need to be acceptable to the general public.
- Concern about the lack of information about the County Council's intentions and why the report was brought to this meeting of the committee.

The Director of Environment & Planning said that the City Council needed a clear vision about what it wanted and to communicate that to the County Council. This vision was embodied in an accessible city with low car use. Public perception depended on the degree of choice they felt they had. He advised caution regarding the influence of journeys to school because school trips were often multi-purpose.

The Transport Planning Manager said that the East Area Transport Plan and the Long Term Transport Strategy were intended to be connected.

The Executive Councillor said that the reason for bringing the report to this committee was to influence the County Council about the need for road pricing to tackle more than congestion. She said she would be continuing to press for a joint working group on this whole issue.

Councillor Durrant pressed the issue of how any measures introduced would be measured.

Councillor Bailey suggested that the government funding to provide research for radical solutions to tackle congestion should measure bus usage, bus reliability and car usage.

The Executive Councillor reported that at a recent meeting of county-wide Executive Councillors, the County Council gave details of workshops which had been run where people's attitudes before and after the workshop had been measured. There had been remarkable changes in people's attitudes after the workshop which had explained the options available and the reasons for them.

The Transport Planning Manager said that the councils needed to decide what they wanted then devise a suitable scheme which should then be measured and monitored against agreed criteria. He said that congestion was technically difficult to measure whereas air quality was relatively easy to measure. He said that the consultants to the County Council study had used CO₂ calculations in their modelling.

Councillor Baker welcomed the report and the opportunity to be pro-active in making suggestions at an early stage. He thought that letting the County Council know the principles that were important to the City Council was crucial and that issues around measurement would come at a later stage.

The Scrutiny Committee agreed to add an additional objective, **To ensure that bus reliability is improved so that buses run to timetable.**

The Scrutiny Committee agreed (by 5 votes to 0) the amended recommendations for the Executive Councillor.

The Executive Councillor agreed the amended recommendations.

07/ENV/28 Records of Decision

The Committee noted the two decisions made by the Executive Councillor for Planning & Transport since the meeting of the Scrutiny Committee in January:

- The City Council's Response to the Representations made during the Public Consultation Period of the Submission Draft Statement of Community Involvement: a Consultation Strategy for Planning in Cambridge
 - To Let a Contract for Cash Collection Services for Car Parking and other Council Services
-

07/ENV/29 Time of Meetings

The Committee agreed unanimously that future meetings would start at 9.30am.

The meeting ended at 12.29pm.

CHAIR
