

## AGENDA

### **CABINET**

**TUESDAY, 8 SEPTEMBER 2020**

**2.00 PM**

**VIA ZOOM VIDEO CONFERENCING  
SYSTEM**

Committee Officer: Linda Albon  
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Due to the COVID-19 outbreak and the restrictions by the Government on gatherings of people, this meeting will be conducted remotely using the Zoom video conferencing system. There will be no access to this meeting at the Council offices but you can view the meeting on YouTube, apart from any items marked confidential.

- 1 To receive apologies for absence
- 2 Previous Minutes (Pages 3 - 6)  
  
To confirm the minutes of the meetings held 6 August 2020 and 28 July 2020 respectively.
- 3 To report additional items for consideration which the Chairman deems urgent by virtue of the special circumstances to be now specified
- 4 To receive members' declaration of any interests under the Local Code of Conduct or any interest under the Code of Conduct on Planning Matters in respect of any item to be discussed at the meeting
- 5 Coates Conservation Area Appraisal (Pages 7 - 50)

To inform Members that public consultation on the Coates Conservation Area

Appraisal has been completed and for Cabinet to recommend to Council that these documents are adopted.

6 March Area Transport Study OBC Proposal (Pages 51 - 68)

To update on progress with the March Area Transport Study, report interim online consultation results and seek approval for proceeding to Outline Business Case stage.

7 Local Economic Recovery Strategy (Pages 69 - 106)

To seek Members endorsement of the Combined Authority Local Economic Recovery Strategy (LERS).

8 Project Update - Growing Fenland & CCC Capital Community Fund (Pages 107 - 142)

Significant capital funding has recently been made available to Fenland District Council via the following schemes:

- Cambridgeshire & Peterborough Combined Authority (CPCA) Market Towns Initiative (which has been given the working title of Growing Fenland)
- Cambridgeshire County Council (CCC) £5m Capital Communities Fund

This report gives an update on the progress of funding bids submitted to both schemes including any resulting capital or revenue implications for the Council should the bids be successful.

9 Draft 6 Month Cabinet Forward Plan (Pages 143 - 144)

For information purposes.

10 Items which the Chairman has under item 3 deemed urgent

Friday, 28 August 2020

Members: Councillor C Boden (Chairman), Councillor Mrs J French (Vice-Chairman), Councillor I Benney, Councillor S Clark, Councillor Miss S Hoy, Councillor Mrs D Laws, Councillor P Murphy, Councillor C Seaton, Councillor S Tierney and Councillor S Wallwork

## CABINET



**THURSDAY, 6 AUGUST 2020 - 2.00 PM**

**PRESENT:** Councillor C Boden (Chairman), Councillor Mrs J French (Vice-Chairman), Councillor I Benney, Councillor S Clark, Councillor Miss S Hoy, Councillor Mrs D Laws, Councillor P Murphy, Councillor C Seaton, Councillor S Tierney and Councillor S Wallwork

**OFFICERS IN ATTENDANCE:** Amy Brown (Chief Solicitor and Deputy Monitoring Officer), Peter Catchpole (Corporate Director and Chief Finance Officer), Paul Medd (Chief Executive), Carol Pilson (Corporate Director and Monitoring Officer) and Mark Saunders (Chief Accountant)

Councillor Boden welcomed members of the public and press watching the livestream of the Cabinet meeting via YouTube due to Government guidance on social distancing. The meeting was held in accordance with the provision set out in the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 and with Fenland District Council's Virtual Meeting Protocol.

### **CAB8/20 ANNUAL REPORT OF THE COUNCIL 2019/20**

Members considered the Annual Report of the Council 2019/20 presented by Councillor Boden.

Councillor Boden said this was a report full of good news, highlighting the achievement of the meeting of planning determination targets and the admirable work of the street cleansing and refuse collection services. He added that the targeted work led by Councillor Hoy in acting against seriously defected private rented accommodation is starting to bear fruit. Furthermore, he praised the magnificent way that officers stepped up to deal with preparing for the COVID-19 emergency just two weeks before the end of the fiscal year. He cannot overstate just how much effort, work, commitment and passion went into this and for that he and Fenland residents are extremely grateful.

Councillor Hoy wanted to place on record her thanks to all the staff within the Housing Team, particularly with the way they took on the private sector housing enforcement work. Although it was a big change and a risk to try something new staff grasped it with both hands, taking a proactive approach to make it work. Councillor Boden thanked Councillor Hoy.

Councillor Tierney endorsed Councillor Boden's comments about officers' response to COVID-19. Working with volunteers around Fenland it was easy to see first-hand the incredible work done by officers, and the people of Fenland owe a debt of gratitude to those who have worked so hard. In the early stages people were understandably frightened but staff at every level were amazing in their communications with the public, particularly on the helpline. The work was exemplary and it will be shown that we performed better than many other councils in this situation. Councillor Boden thanked Councillor Tierney.

**Cabinet AGREED to approve the Annual Report of the Council 2019/20.**

### **CAB9/20 TREASURY MANAGEMENT ANNUAL REPORT 2019/20**

Members considered the Treasury Management Annual Report 2019/20 presented by Councillor Boden.

Councillor Seaton said that following on from the Annual Report, this is another example of how well the Council has performed with the problems experienced due to COVID-19. Everyone has worked to make this as painless as can be under the circumstances.

**Cabinet AGREED to note the report and to recommend that Council receive the Treasury Management Annual Report.**

#### **CAB10/20 FINANCIAL OUTTURN REPORT 2019/20**

Members considered the Financial Outturn Report 2019/20 presented by Councillor Boden.

Councillor Boden thanked officers once again for the hard work undertaken to achieve last year's excellent outturn. He added that the underspend of £115,307 transferred to the Budget Equalisation Reserve could have been much higher at £747,000 had we not taken the prudent decision of paying for our leisure equipment from reserves instead of borrowing this money. Furthermore, whilst the accounts are fairly standard, COVID-19 continues to have a financial impact and more post balance events sheet audit work will continue to be done by Ernst & Young up to 2 November 2020 when the accounts are scheduled to be signed.

**Cabinet AGREED to recommend that:**

- (i) The Outturn for the Council's General Fund services in 2019/20, as detailed at Appendix A and Section 2 of this report be noted and that Members note the transfer of the underspend to the Budget Equalisation Reserve;**
- (ii) The reasons for the variations from revised estimate be noted; and**
- (iii) The proposed Capital Funding schedule for 2019/20 at Appendix B(i) be approved.**

#### **CAB11/20 CAPITAL PROGRAMME UPDATE**

Members considered the Capital Programme Update Report presented by Councillor Boden.

Councillor Mrs French asked what the allocation of £19,000 was for in respect of item 19 of the Capital Programme Summary as over £90,000 has been spent on replacement of the skate park at West End in March, and further money has been awarded to finish off the fencing and improve footpaths.

Councillor Murphy said that this figure was originally set aside to pay for replacement of the skate ramps. However, when it came to it there had been enough money received from a variety of sources to be able to update the entire skate park. He agreed that all the work had been done and said he would look into this further as to why the figure had not been removed.

Mark Saunders said that although he did not have the details to hand it was most likely that this figure was for residual payments due for the actual scheme as they take a while to finalise. Councillor Boden thanked Mark Saunders and asked Councillor Murphy if he could circulate the information to Cabinet members once it had been identified.

**Cabinet AGREED to approve the updated capital programme and funding schedule at Appendix A of the report.**

#### **CAB12/20 COUNCIL TAX SUPPORT SCHEME**

Members considered the Council Tax Support Scheme Report presented by Councillor Mrs French.

Councillor Mrs French said that this report is extremely complex and thanked officers for doing a fantastic job under the circumstances.

Councillor Boden said that it is an unusual situation as we have very little idea what the financial position will be when it comes to 2021/22 and how the council tax support scheme will work and what the financial impact will be on all councils within the system as well as on individual residents.

**Cabinet AGREED to:**

- (i) Note the comments from Overview & Scrutiny Panel;**
- (ii) Carry out a consultation exercise on increasing the current contribution rate to 20%, 25% or 30%;**
- (iii) In the event of any possible increase in contribution rates, seek in advance a commitment from Cambridgeshire County Council to fund additional resources required to maintain Council Tax collection rates.**

**CAB13/20 OUTSIDE BODIES REPORT**

Members considered the Outside Bodies Report presented by Councillor Boden.

Councillor Boden thanked Councillor Tanfield for the flexibility shown in that both the ruling Conservative Group and Independent Group have swapped two places to mutual satisfaction. He also pointed out that Councillor Marks' name should be added as a member of the Manea and Welney Drainage Commissioners.

**Cabinet AGREED to:**

- The proposed nominations in respect of Outside Bodies which require Fenland District Council representation with the addition of Councillor Marks being a nominated representative of the Manea and Welney Drainage Commissioners.**
- Note where requirements to provide representatives on outside organisations cannot currently be fulfilled.**
- Delegate the Corporate Director and Monitoring Officer in consultation with the Leader of the Council and Group Leaders the addition or deletion of outside bodies as the need arises during the municipal year and appointment of Members to vacancies on outside bodies during the municipal year.**

**CAB14/20 DRAFT 6 MONTH CABINET FORWARD PLAN**

Councillor Boden presented the Cabinet Forward Plan for information.

# CABINET



**TUESDAY, 28 JULY 2020 - 3.00 PM**

**PRESENT:** Councillor C Boden (Chairman), Councillor Mrs J French (Vice-Chairman), Councillor I Benney, Councillor S Clark, Councillor Miss S Hoy, Councillor Mrs D Laws, Councillor P Murphy, Councillor C Seaton, Councillor S Tierney and Councillor S Wallwork

**OFFICERS IN ATTENDANCE:** Amy Brown (Chief Solicitor and Deputy Monitoring Officer), Peter Catchpole (Corporate Director and Chief Finance Officer), Simon Machen (Interim Corporate Director), Paul Medd (Chief Executive), Carol Pilson (Corporate Director and Monitoring Officer) and Gemma Wildman (Local Plan Manager)

Councillor Boden welcomed members of the public and press watching the livestream of the Cabinet meeting via YouTube due to Government guidance on social distancing. The meeting was held in accordance with the provision set out in the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 and with Fenland District Council's Virtual Meeting Protocol.

## **CAB5/20    PREVIOUS MINUTES**

The minutes of the previous meeting held 29 June 2020 were agreed.

## **CAB6/20    DRAFT LOCAL DEVELOPMENT SCHEME**

Cabinet considered the draft Local Development Scheme report presented by Councillor Mrs Laws.

Councillor Mrs French thanked Councillor Mrs Laws and the officers involved for all their hard work and commitment to this; it is a very exciting time. The current plan is out of date and we look forward to receiving the new plan and seeing new sites coming forward. Councillor Mrs Laws thanked Councillor Mrs French and said that she would relay that back to the officers. We feel this will give others the opportunity to come forward with land.


**Cabinet AGREED to approve the Local Development Scheme (LDS) APPENDIX 1 which sets out the revised timetable for production of the Fenland Local Plan.**

## **CAB7/20    DRAFT 6 MONTH CABINET FORWARD PLAN**

Councillor Boden presented the Cabinet Forward Plan for information.

3.09 pm

Chairman

Agenda Item No:	5	
Committee:	<b>Cabinet</b>	
Date:	<b>8 September 2020</b>	
Report Title:	<b>COATES CONSERVATION AREA APPRAISAL</b>	

## 1 Purpose / Summary

To inform Members that public consultation on the Coates Conservation Area Appraisal has been completed and for Cabinet to recommend to Council that these documents are adopted.

## 2 Key issues

The Coates Conservation Area Appraisal have been prepared for the following purposes:

- 2.1 to satisfy Policy LP18 of the adopted Fenland Local Plan which states that *"the Council will protect, conserve and seek opportunities to enhance the historic environment throughout Fenland and will look to achieve this by keeping up-to-date and implementing conservation area appraisals and management plans"*.
- 2.2 to satisfy S71(1) Planning (Listed Buildings and Conservation Areas) Act 1990 which places a duty on Local Planning Authorities to formulate and publish proposals for the preservation and enhancement of conservation areas.
- 2.3 to support the Whittlesey Neighbourhood Planning Team by providing an evidence base from which they can develop their neighbourhood plan.
- 2.4 in the case of the Coates Conservation Area Appraisal, to provide guidance that will be a material consideration in the determination of planning applications.
- 2.5 in the case of the Coates Conservation Area Appraisal, a management plan has been included to provide a framework of objectives for the Council to follow as proactive actions for preserving and enhancing the character and appearance of the Coates Conservation Area.

## 3 Recommendations

To recommend to Council the approval of the Coates Conservation Area Appraisal and Management Plan.

<b>Wards Affected</b>	St Andrew's Ward St Mary's Ward Delph Ward
<b>Portfolio Holder(s)</b>	Cllr Chris Seaton - Social Mobility and Heritage Cllr Denise Laws - Neighbourhood Planning
<b>Report Originator(s)</b>	Claire Fidler, Conservation Officer

<b>Contact Officer(s)</b>	<p>Claire Fidler, Conservation Officer- 01354 622321</p> <p>Nick Harding, Head of Planning - 01354 622315</p> <p>Carol Pilson, Corporate Director - 01354 622360</p>
<b>Background Paper(s)</b>	<p>Planning (Listed Buildings and Conservation Areas) Act 1990</p> <p>Adopted Fenland Local Plan (May 2014)</p> <p>SPD Delivering and Protecting High Quality Environments in Fenland (July 2014)</p> <p>Historic England, Understanding Place: Conservation Area Designation, Appraisal and Management". (2011)</p>



## **1 Background / Introduction**

- 1.1 These documents provide an up to date Appraisal including management plan for the Coates Conservation Area. The current Coates Conservation Area Appraisal was published in August 1993 and is now well out of date, containing a number of inaccuracies and a management plan that does not address the conservation area's current issues. It is essential to have accurate and up to date documents for the Coates Conservation Area to support initiatives for the area.

## **2 Considerations**

### **Planning (Listed Buildings and Conservation Areas) Act 1990**

- 2.1 S71(1) Planning (Listed Buildings and Conservation Areas) Act 1990 states that "*It shall be the duty of a local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas*". The production of the Coates Conservation Area Appraisal accords with this duty.
- 2.2 S72 (1) Planning (Listed Buildings and Conservation Areas) Act 1990 states that in respect of determining applications affecting conservation areas the Local Planning Authority shall have "*special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area*". The Coates Conservation Area Appraisal is intended to identify the architectural and historic interests of the *conservation area* and would be a material consideration in the determination of applications affecting the Conservation Area in line with S72 (1). The objectives set out in the *management plan* will support decision making that aligns with S72 (1).

### **Local Policy: Fenland Local Plan (May 2014)**

- 2.3 Under Local Plan Policy LP18 the Council commits to "*keeping up-to-date and implementing conservation area appraisals and management plans, and using such up to date information in determining planning applications*". The production of the Coates Conservation Area Appraisal seeks to meet this Local Plan policy commitment.

### **Historic England Guidance - Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1 (February 2016)**

- 2.4 Historic England (formally English Heritage), the statutory advisors to the government on heritage matters, provide advice on the production of the appraisals and management plans in their guidance document - Conservation Area Designation, Appraisal and Management: Historic England Advice Note 1. Within this guidance it states that it is good practice to review and update these documents every 5 years. The existing documents are now 27 years old and require updating in accordance with good practice to ensure they are current and remain relevant.

### **Structure and Layout of Document**

- 2.5 The Coates Conservation Area Appraisal is laid out following the methodology and best practice guidance set out in Historic England's guidance document Conservation Area Designation, Appraisal and Management (February 2016)
- 2.6 The document appraisal is effectively structured into three parts. As is standard in the production of these types of documents the first part covers the introduction and the legislative and policy framework under which the document is produced along with the assessment of the character and appearance of the conservation area with the aim of clarifying what its special architectural and historic interest is. Part 2 covers the boundary review. Part 3 details the management plan.

- 2.7 The Conservation Area boundary has remained unchanged since its initial designation in 1976. Two areas have been proposed for removal as it is considered they do not have a special architectural and historic interest which contributes to the character and appearance of the conservation area.
- 2.8 Some clarifications over the boundary have been raised in consultation comments received. These have been noted and answers given in the consultation feedback. The boundary is drawn to reflect the character of the Green and the settlement morphology of the village, rather than the architectural interest of the largely 20th century buildings surrounding it. Therefore some inclusions and exclusions are due to the need for a logical boundary to ensure easy 'readability' and the maximise the greens and verges included, rather than because of the architectural quality of the housing.
- 2.9 Other feedback included the need for spelling corrections, address clarifications and comments regarding the objectives and have been duly noted. Further discussions regarding the objectives were conducted via a Zoom meeting with Cllrs Laws, Wicks and Miscandlon, FDC and CCC officers (Highways, Conservation) and Whittlesey Town Council and feedback noted.

### **Consultation and Adoption**

- 2.10 The consultation period began on 6th July 2020 and concluded on 6th August 2020. Due to the Covid 19, the consultation was held online only with letters sent to affected residents making them aware of the online process, with copies of the draft documents sent to relevant Councillors and amenity societies.
- 2.11 Comments were received from 9 persons/organisations following the public consultation. These comments are detailed in the table in Appendix B. In accordance with S72 (3) Planning (Listed Buildings and Conservation Areas) Act 1990 the Council shall have regard to the public views expressed during the consultation period. The consultation comments received have been appraised and where appropriate the document has been amended and the action taken has been recorded in the table in Appendix B.
- 2.12 A few changes have made to the document. A sentence has been added to 'Part 2 Boundary Review' on p19 to state that the boundary is drawn to reflect the character of the Green, rather than the built environment. Wording has been altered to 'Part 3 Management Plan' Objectives on p21 to ensure they are clear as to the actions and parties' involved. List entry numbers and address clarifications have also been added to Annex 1: Buildings on the National Heritage List for England, p24.

### **Effect on Corporate Objectives**

- 2.13 The Coates Conservation Area Appraisal will assist in the delivery of the Council's corporate objectives specifically Environment and Economy.

### **3 Community Impact**

- 3.1 Once adopted, the Coates Conservation Area Appraisal Management Plan will have a positive impact on the community within the Coates Conservation Area and will be seeking to achieve improvements in the quality of this environment.

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## Part 1

### 1. Introduction

The historic centre of Coates comprising of North Green and South Green is designated a conservation area. This conservation area status is a legal recognition that the area has **special** architectural and historic interests and there is a presumption that the character and appearance of the area should be preserved and enhanced. The purpose of this conservation area character appraisal is to clearly identify what the **special** interests of the Coates Conservation Area are and what elements of the built and natural environment contribute to its special interest. The boundary of the Coates Conservation Area is shown on Map 1.

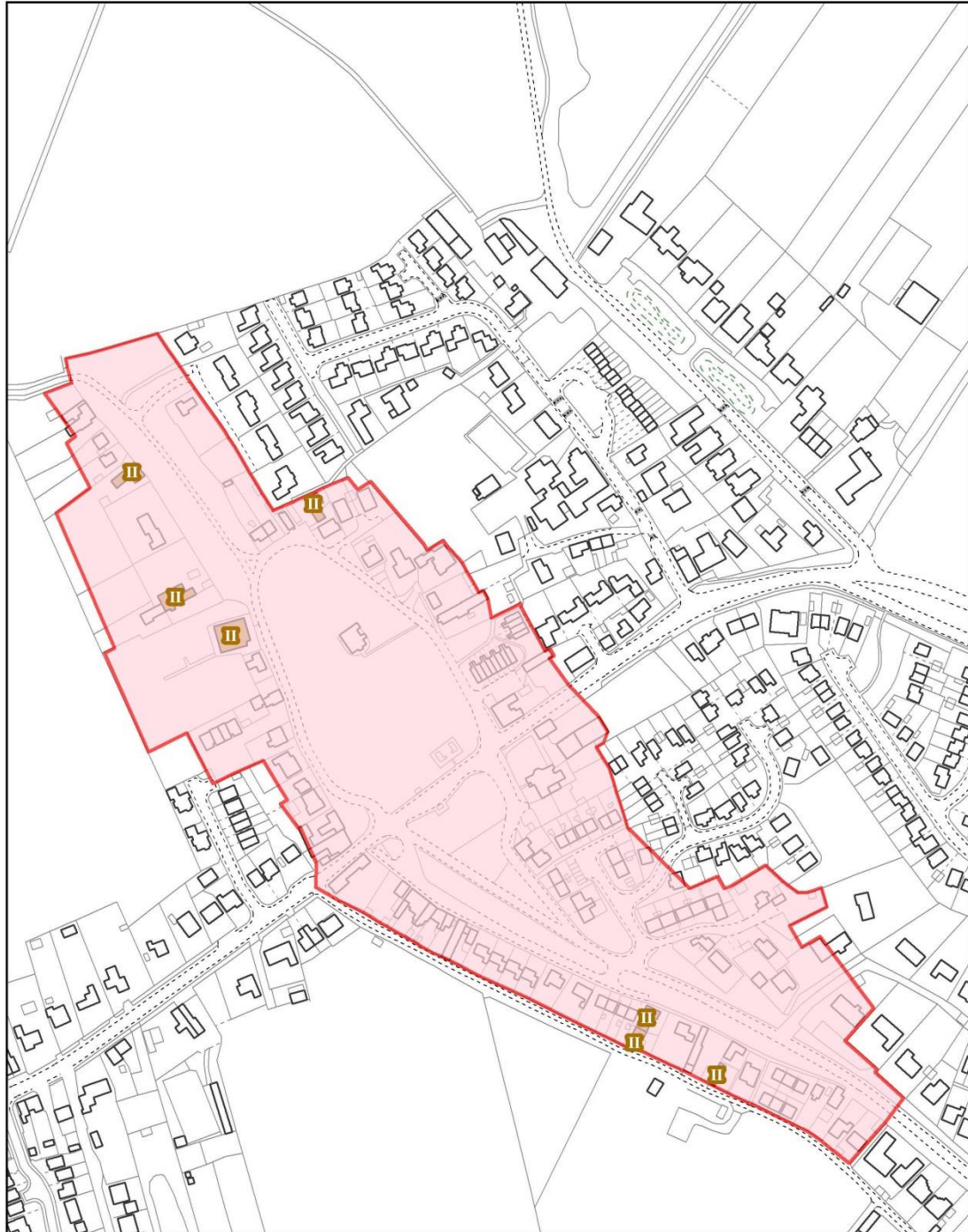
A conservation area was first designated in Coates on 7<sup>th</sup> October 1976 and is focused on the central core of the village taking in North Green and South Green and the property immediately around these open spaces. The boundary to the Coates Conservation Area has never been amended or altered since designation.



#### The Appraisal and Management Plan Process

This appraisal and management plan have been prepared following the methodology set out in Historic England's guidance document 'Conservation Area Designation, Appraisal and Management' (Feb 2019). It will set out the legislative and policy background associated with the need for the appraisal and management, before first appraising the **special** historic and architectural interest of the Coates Conservation Area and secondly considering management requirements to maintain the conservation area's special qualities.

This Conservation Area Appraisal and Management Plan was approved by Fenland District Council's Full Council on XX XXXXX XXXX. Prior to its adoption it was subject to local consultation as required by S71 (2) Planning (Listed Buildings and Conservation Areas) Act 1990. Full details of the public consultation process are set out under Annex 3.

# Coates Conservation Area Boundary (as original designation)



Created on: 02/09/2019	Con Area	N	
© Crown Copyright and database rights 2019 Ordnance Survey 10023778	Scale = 1:3,000		Fenland District Council

## 2. Legislation and Policy: The requirement to produce a conservation area appraisal and management plan

The legislation governing the designation of conservation areas and the legal duties towards their care now falls under the provision of the Planning (Listed Buildings and Conservation Areas) Act 1990. It is under Section 69 of the act that gives local planning authorities the power to recognize areas which are considered to be of ***“special architectural and historic interest the character and appearance of which it is desirable to preserve and enhance”***, defining them within a boundary and designating them as a conservation area. This conservation area character appraisal and management plan is prepared in accordance with Section 71(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, which places a duty on the Local Planning Authority to *“from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas”*.

### Local Planning Policy

The Fenland Local Plan was adopted on 8th May 2014. This local plan forms the policy basis for growth and regeneration in Fenland over the next 20 years. In the context of planning, applications for planning permission must be determined in accordance with the local development plan unless material considerations indicate otherwise. Within the Fenland Local Plan (2014) Policy LP18 specifically relates to the historic environment and states that *“The Council will protect, conserve and seek opportunities to enhance the historic environment throughout Fenland”* and one of the ways it will achieve this is by *“keeping up-to-date and implementing conservation area appraisals and management plans, and using such up to date information in determining planning applications”*. This conservation area appraisal has been produced with due regard to satisfying policy LP18.

Local Plan Policy LP12 (Rural Areas Development Policy) applies to villages in Fenland including Coates. Part (d) of the policy states that where development is concerned *“the proposal is of a scale and in a location that is in keeping with the core shape and form of the settlement, and will not adversely harm its character and appearance”*. This conservation area appraisal will support policy LP12 by clearly identifying what aspects of the built and natural environment make up the character and appearance of the Coates Conservation Area.

### National Planning Policy Framework

The National Planning Policy Framework (Feb 2019) sets out Government planning policies for England and how these are expected to be applied. It identifies how planning policy is to contribute to the achievement of sustainable development through economic, social and environmental factors. A core principle of the NPPF is to *“conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations”*. The NPPF seeks to promote positive planning which can shape and direct development. This character appraisal has been produced to accord with the NPPF as a positive planning tool which serves to identify the significance of the Coates Conservation Area so that significance can be given appropriate regard in the consideration of planning proposals.

Under the NPPF (Feb 2019) Annex 2 it defines Designated Heritage Assets as “A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation”. **Coates Conservation Area is a designated heritage asset.** Within the conservation area there are 7 listed buildings which are also designated heritage assets. A full list of the listed buildings is provided in Annex 1.

### 3. Planning Controls

Conservation area designation brings with it certain planning controls which mean that planning permission is required for certain aspects of development which may not have required planning permission if they were not located in a conservation area. A full account of additional planning controls associated with conservation area designation is provided in Annex 2. In addition to this in determining planning applications associated with buildings or land within a conservation area the duty in law under S72 (1) of the Act states that “**special attention shall be paid to the desirability of preserving or enhancing the character and appearance of that area**”. The character and appearance of the Coates Conservation Area, as identified in this appraisal, shall inform planning decision making so that it aligns with the duty in law.

### 4. Summary of Special Interest

<b>Date of Original Designation:</b>	8 <sup>th</sup> October 1976
<b>Dates of Boundary Amendments:</b>	None
<b>Location:</b>	Coates, Cambridgeshire
<b>Changes to Boundary through this review:</b>	Yes – amendments to the line of the boundary.
<b>General Character:</b>	<ul style="list-style-type: none"> <li>▪ Rural village</li> <li>▪ Centrepiece of the village is The Green, which is an extraordinary settlement feature for this Fen location.</li> <li>▪ Dwellings are modest in form and size. No more than two storey.</li> <li>▪ Buff brick, pantile and slate are the more prevalent building materials seen within the village.</li> <li>▪ The oldest surviving cottages are timber-frame, brick and thatch.</li> </ul>
<b>General Condition:</b>	Good
<b>Scheduled Monuments:</b>	0
<b>Listed Buildings:</b>	7
<b>Negative Factors:</b>	<ul style="list-style-type: none"> <li>▪ Green vulnerable to damage</li> <li>▪ Appearance of part of the war memorial railings</li> </ul>
<b>Heritage at Risk:</b>	Not identified as being “at risk”

## Section 1 – Character Appraisal

### 5. Assessing Special Interest

#### Location & Topography

Coates is a Fen village located in East Anglia, in the north of the county of Cambridgeshire, in the district of Fenland. It is located within the parish of Whittlesey and is 2 1/2 miles east of Whittlesey and 8 miles west of the town of March. The village is located on part of a gravel capped “island” within the low-lying Fenland and is one of a number of these geological “islands” (areas of higher land) within this Fenland area the others including Whittlesey, Eastrea, Eye, Crowland and Thorney. Coates was once a small settlement on part of an island surrounded by marshland but it is now a village surrounded by prime agricultural land. The prime agricultural land has been created through the draining of the Fens (land reclamation) which was undertaken from the mid-17<sup>th</sup> century. To the north of the town lies the river Nene and Nene washes, which is an area of wildlife rich wash-land on the bank of the river.

#### Geology

Coates is situated upon bedrock from the Jurassic period specifically a formation of Oxford Clay-mudstone which formed 156-165 million years ago in shallow seas. The overlying superficial deposits, those being the younger geological deposits over the bedrock, are of sand and gravel. These superficial deposits were formed up to 2 million years ago in the Quaternary period and were formed in a shoreline environment. The soil is chiefly a black loam.

#### Coates in Context

##### Archaeology

There has been human activity within the parish of Whittlesey since at least the Late Neolithic Period/Early Bronze age (2500 – 2000BC). In Coates, archaeological investigation has identified evidence of a possible Bronze Age or Early Iron Age settlement as post holes and pottery and flint have been found in the locality (CHER MCB17257). The existence of early Bronze Age activity in Whittlesey parish has also been evidenced in recent years by the substantial finds associated with a Bronze Age settlement at the Must Farm site in the west of the parish. Sites recognised as Scheduled Monuments within the Whittlesey parish include Suet Hill Round Barrow Cemetery, a Bronze age burial site (2000-700BC), and the Bowl Barrow south of Buntings Farm, comprising of funerary monuments of earthwork mounds (2400 – 1500BC).

It is known that the Romans (43AD to 410AD) were active in the area. The Fen Causeway (Fen Road), a Roman Road, ran through the area north of the current settlement and provided a Roman route through the marshland of the Fens from Norfolk through Whittlesey to Water Newton (just outside Peterborough). A Roman field system and trackway with later field ditches has also been identified at Whittlesey Washes, again to the north of the town, and this is protected as a Scheduled Monument. Roman artefacts and pottery fragments have been found scattered in fields around Coates.



Less evidence of Anglo-Saxon (410-1066AD) living has been found within the Parish of Whittlesey and none in Coates. There has however, been some archaeological evidence of late medieval activity in Coates through evidence of quarrying, field boundaries and water features and some evidence of post medieval activity in the form of building material finds (MCB17083).

## History of Coates

Archaeological evidence identifies human activity in the area from the Bronze age era although it is not known when a settlement at Coates was first established or what form it originally took. Up until the 17<sup>th</sup> century Coates would have stood above the surrounding Fen marshes comprising of peat fen with water logged ground, with reeds growing over it and served by a communication network of canals and rivers. The inhabitants of these lands would have used the surrounding land for fowling, fishing and catching eels which would have been a food source and traded.

Land ownership in Fenland from the 10<sup>th</sup> century onwards was dominated by monastic estates. The Fenland monasteries were “*refounded*” from 970 onwards and they were “*endowed with enormous estates (augmented through purchase and bequests) by the King and leading members of his court*” (Oosthuizen 2000). The Benedictine Abbey of Ely owned the Isle of Ely including Wisbech, March and most of Whittlesey. The land where Coates is located was under the ownership of The Benedictine Abbey of Ely and fell within the parish served by St Mary’s Church in Whittlesey. The monastic estates of Whittlesey were seen as generating a good income, indeed it is noted that “*Judging by the value of the manors, Whittlesey was a prosperous place in the Middle Ages*” (BHO)



**A Map of ye Great Levell of ye Fens. 1658 Jonas Moor map**

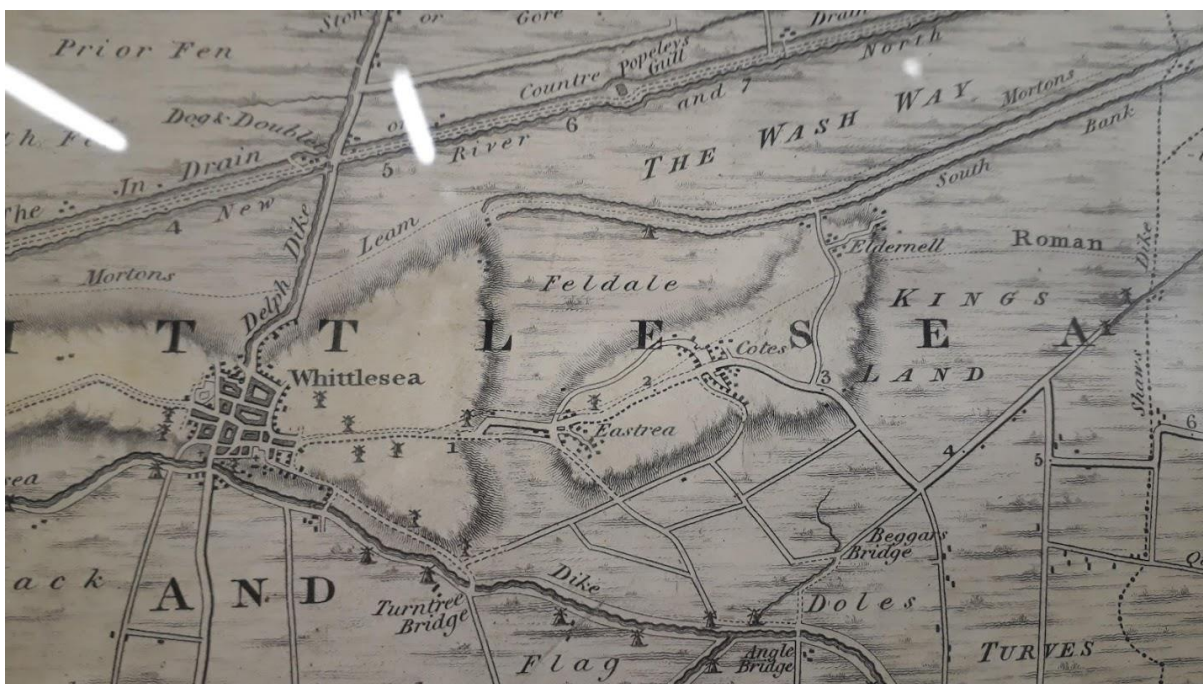
The ownership of land where Coates is located changed in the 16<sup>th</sup> century with the dissolution of the monasteries. The monastic estates were broken up and lands passed to private owners. A large amount of land within the Whittlesey area formed the Whittlesey Manors which was owned by the Lord of the Manor and this appears to have included land at Coates. In the early 17<sup>th</sup> century the Duke of Bedford and associated investors set about draining the Fens, They were seeking to capitalise on its fertile lands for grazing and arable farming. In the mid-17<sup>th</sup> century the Dutchman Cornelius Vermuyden was appointed to oversee the draining of the Fens. Within the area around Whittlesey and Coates Vermuyden's plans involved widening the Nene and creating the washes to hold excess river water in winter. By the end of the 18<sup>th</sup> century it is estimated that there was 1550 acres of open field and 2400 acres of pasture created.

Coates is referenced on the Jonas Moor map of 1658 as Cotes and depicted as a handful of dwellings enclosed by a rectangular boundary suggesting an established settlement of properties over and above a lone farmhouse. There is documentary reference to Quakers and other non-conformists living in Coates in the late 17<sup>th</sup> century. There is also a documentary reference in 1699 to a sports event being held on Coates Green indicating the Green had existed at this time. The earliest surviving buildings in Coates date to the late 17<sup>th</sup> and early 18<sup>th</sup> century and are **98 South Green (grade ii)**, **22 North Green (grade ii)** and **45 Fieldside (grade ii)**. These properties are constructed in timber frame and brick with thatch roofs.



**Beasdales 1723 Map of the Great Level**

Coates appears to have grown and established itself as a village from around 1800. In Gardner's Directory of 1851 it states that "Coates is a hamlet and Chapelry in Whittlesey. It is has grown out of encroachments on the lords of the manor's wastes, within the last 50 years, until a population of about 700 souls have been collected". Wastes refers to land which does not have a value for farming. A map accompanies the 1808 book Lyson's Cambridgeshire references Coates as Mortons Cotes. The R G Baker map of 1821 refers to the settlement as Cotes. The oldest lime trees found on North Green appear to be around 200 years old and would have been planted around this time. Properties which survive from around 1800 include the cottages at **40 North Green (grade ii)**, and Cottage rear of **91 South Green (grade ii)**. Both these cottages have thatched roofs with brick walls possibly with timber frame or some earthen construction. **The Rectory (grade ii)** is dated to 1773 (date stone) although with later alterations and is the grandest property being a good sized house of two storeys and attic and built in brick with slate roof.



**Baker Map 1821**

From Cotes to Coates, the 1841 Tithe map and records refer to the settlement as the Hamlet of Coates. It is clear however, it is already a well-established village set around The Green, the footprint of the Green seen today. In 1841 there are 50 dwellings (19 on the north side and 30 on the south side) around The Green mainly described as cottage and yard/garden but some more specifically to the north are referred to as house and garden. There is a mix of tenure between owner occupiers and tenanted property and there is no dominating property owner. This was an agricultural community with those living in the village working as farmers or predominantly agricultural labourers although there were other professions which supported the agricultural community including wheel wrights, shoemaker, blacksmiths, tailor and publican. The non-conformist chapel was built on The Green in 1831 (enlarged 1866) and in 1840 the **Church of England Church of Holy Trinity (grade ii)** was built to the west side of North Green.

<p>Halliday Henry, beer retailer &amp; farmer</p> <p><b>COATES and EASTREA</b>, the former 2½ miles east, the latter 1½ east from Whittlesey, were formed into an ecclesiastical parish in 1850 from the civil parish of Whittlesey, in the North Witchford hundred, Whittlesey union, Peterborough county court district, rural deanery of Ely, and in the peculiar archidiaconal jurisdiction of the Bishop of the diocese (Ely). Holy Trinity church is a brick building, erected in 1840, with square tower and very neat spire, and was thoroughly restored and enlarged in 1874, and newly seated with open benches, and north and south aisles added, at a cost of £900. The register dates from the year 1850. The living is a rectory, yearly value £200, in the gift of the Lord Chancellor and J. W. Childers, esq., alternately, and held by the Rev. Peter Royston, M.A., of</p>		<p>St. Catharine's College, Cambridge. There is a mixed school on the National system, and a Wesleyan chapel. The principal landowners are J. W. Childers and Charles Isham Strong, esqrs. The soil is chiefly a black loam; subsoil, clay or gravel. The chief crops are wheat and potatoes. The area is 5,200 acres; the population in 1871 was 1,303.</p>	
<p><b>Coates.</b> Aveling James Thomas, J.P. Eldernell Bradley John Royston Rev. Peter, M.A. [rector], Rectory</p>		<p>Post Office.—Thomas Plowright, receiver. Letters through Peterborough, via Whittlesey, arrive at 7.30 a.m.; dispatched at 5.15 p.m. Whittlesey is the nearest money order office School, Miss Fanny Allen, mistress CARRIER TO PETERBOROUGH.—Isaac Jarman, Saturday</p>	
<p><b>COMMERCIAL.</b> Akins Thomas, boot &amp; shoe maker Allen Benjamin, wheelwright Anos William, saddler &amp; harness maker Barratt William, farmer, Turves Bates David, farmer, West Fen Bates John, farmer, Cross drove Bates William, farmer, Duncomb's crrn Beaton John, farmer Beaton William, farmer, Turves Bedford Henry, farmer Blunt James, farmer Blunt John, Bottle &amp; Glass Blunt John, sen. farmer &amp; miller Blunt Thos, farmer, Duncomb's corner Blunt Thomas Lovell, farmer Blunt William (Mrs.), Three Horse Shoes, &amp; farmer, Turves Bodger Henry, tailor Boots William, beer retailer Boys Thomas, baker</p>		<p>Corby Thomas, butcher Elderkin Edwin Burton, miller Fawn William, grocer &amp;c Fletcher Ann (Mrs.), shopkeeper Fletcher George, farmer Flint Lewis James, farmer, Eldernell Gale John Hidson, farmer &amp; thrashing machine proprietor Gill Anthony, boot &amp; shoe maker Gill Charles, boot &amp; shoe maker Gray George, wheelwright Gray Thomas, brazier Ground Daniel, farmer, Eldernell Hull John, farmer Hughes John, farmer Hughes Thomas, farmer Hurry John, beer retailer Hurry Stephen, farmer Jarman Isaac, carrier Jones William, farmer, King's land Kisby Levi, shopkeeper Kisby William, farmer Lindsay Eliza (Mrs.), farmer Neal Ann (Mrs.), Falcon, &amp; farmer Newill Stephen, farmer, Turves Newton John, Carpenters' Arms Parr Mark, carpenter</p>	
		<p>Rowe Joseph, blacksmith Ruff Daniel, farmer Ruff James, farmer Searle James, farmer Searle John, miller Setchfield Edward, horse breaker Setchfield John, jun. blacksmith Thompson Hosier, poultryer Vergette Robert, farmer, Gravelhouse Whitton Abinger, farmer, Burn- house farm</p>	
		<p><b>Eastrea.</b> Anker Joseph, farmer Blunt Charles, shopkeeper &amp; farmer Blunt David, tailor Blunt Thomas, farmer Blunt William, miller &amp; baker Elston William, farmer FitzJohn Martha (Mrs.), shopkeeper Franklin Henry, farmer Gill Charles, shoe maker Hooton James, coal dealer Kisby James, farmer Lindsey John, farmer Mitcham Abraham, farmer</p>	

### Post Office Directory 1875 Entry.

Coates does not grow as a settlement in the Victorian era, indeed the population of the village itself declines towards the end of the 19<sup>th</sup> century. From having a population of 600 - 700 in 1841 the population of the village is recorded in the 1861 census as being 709 residents occupying 181 dwellings, in the 1881 census as 694 residents occupying 164 dwelling and by 1901 there are 587 residents occupying 150 dwellings. The Post Office Directory of 1858 still describes Coates as "the pleasant hamlet of Coates" under the entry for Whittlesey but in later decades it is recognised under its own entry for Coates and Eastrea; "formed into an ecclesiastical parish, July 9 1850, from the civil parish of Whittlesey" (Kelly's Directory 1892). The OS maps of 1887 and 1901 show the footprint of village changes little in the 19<sup>th</sup> century from that presented on the Tithe map of 1841. It is clear that the settlement pattern around The Green was well established by the 19<sup>th</sup> century. The buildings which stood around it included many thatched cottages. Buildings including the Fire Engine House, and Sunday School date to this era.



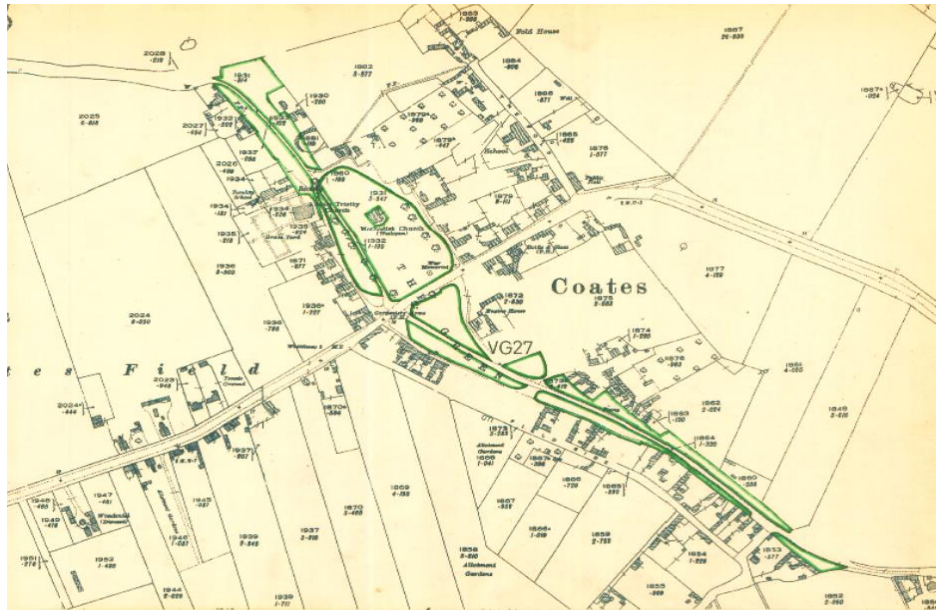
South Green

The footprint and character of Coates appears to change little in the first half of the 20<sup>th</sup> century and it remains a village serving an agricultural community. Kelly's Directory 1929 cites numerous commercial businesses in the village including a blacksmiths, wheelwright, thatcher, beer retailer as well as two pubs, a post office, a Barclay's Bank, public hall, school, parish church and Methodist Chapel. The 1926 OS map indicates trees around North Green but South Green was more open. From the mid-20<sup>th</sup> century onwards the character of the village would change as the cottages that had existed around the Greens were demolished and replaced with new houses. At this time the footprint of the village also expands as housing development starts to occur on the east side of South Green between South Green and March Road and then to the north of The Fold. In the 1990s there has been tree planting schemes which have seen new trees planted across the Greens particularly across South Green which has changed the context of the space. Notable buildings/structures erected in the 20<sup>th</sup> century are Church View built in 1914 and the War Memorial erected in 1920.



***North Green***

Up until the turn of the 21<sup>st</sup> century Coates Green was owned by the Lord and Lady of the Manor of Whittlesey. In 1999 on the death of the last Lady of the Manor, Nancy Bowker, the Whittlesey Manors including Coates Green was gifted to the Whittlesey Charities. While owned by the Lord of the Manor and now Whittlesey Charities, Coates Green has historically served as public open space for use by the village community. Historically residents of the village grazed their livestock on Coates Green and it was known for geese grazing on it. Coates Green appears on Cambridgeshire County Council's Register of Common Lands and Village Greens as a Registered Village Green (VG27) which affords it protection and prevents it from being built on. Its registration as a village green was finalised on 1<sup>st</sup> October 1970 and under this registration it states the inhabitants of Coates have the right to use the village green for lawful sports and pastimes. Coates Green is maintained by Fenland District Council.



**Village Green Designation Map (1970)**

## 6. Character Analysis: Overview

### Green Space and Trees

Coates sense of place is defined by The Green which is the focal point of the village and the fundamental element of the character and appearance of this conservation area. Coates Green is a sizeable area of grassed public open space approximately 8.2 acres in size which is bisected by the A605 Whittlesey to March road. It is considered an unusual feature for a Fenland settlement, where greens are not a common aspect of settlement morphology, which adds to its interest. In describing Coates Pevsner observed *“The village has an uncommonly large Green at r. angles to the main road and cut in half by it”* (Pevsner). The Green is irregular in its shape with the largest part of the Green to the north of the A605 and is known today as North Green. The smaller section of green to the south of the A605 is known today as South Green and it tapers away in a southerly direction and is dissected by a number of roads leaving fragments of green alongside the road.

The natural quality of Coates Green is enhanced by the presence of trees upon it. These are all deciduous trees and as such the appearance of The Green differs between summer when trees are in leaf and winter when leaves have fallen. The oldest and most prominent trees on the green are the European lime trees (common lime trees) found on the east and west sides of North Green. These lime trees stand dominant on North Green and are by far the tallest trees. At the northern end of north green there is a mix of younger trees including Norwegian Maple, Rowen, Ash, Horn beam and Cherry. On South Green the trees are young trees, of native and ornamental types including Norway maple, Horse Chestnuts, Oaks and Cherry Trees. The churchyard also affords a pleasant green space and within it is a fine mature Holm Oak and yew trees. There are no specific Tree Preservation Orders in place within the Coates Conservation Area but all trees are protected by virtue of being within the conservation area.



*Trees on Green*

## **Built Environment**

The focus of the conservation area is Coates Green and the boundary takes in property which largely sits around the green either facing the green or appearing gable end on to it. Two-thirds of the dwellings within the conservation area date to the mid-20<sup>th</sup> century onwards and comprise of a mix of generic 20<sup>th</sup> century buildings. In this respect there are no strong architectural and historic qualities across the conservation area's built environment. There are, however, obvious aspects to the character and appearance of buildings. Buildings are modest in scale and of one, one and a half storey or two storeys in height. Property is predominantly of brick construction and presents a variety of grey, creams and buff bricks with some properties rendered. Where dormer windows exist it is in one half storey properties only.

## **7. Character Analysis: Detailed**

### **North Green**

North Green comprises the largest single area of grass which is bound by the A605 on its southern side and enclosed by the road running around it. In addition to this North Green continues northwards in the form of a narrower section of elongated green which extends to the northern field edge of the village and has the road running through the middle of it. Upon the larger section of North Green standing alone in the centre and drawing the eye is the former Methodist Chapel. This Victorian chapel building, circa 1841, is of simple form and style but by virtue of its

positioning it stands out as a feature building within the village and makes an intrinsic contribution to the special architectural and historic interests of the conservation area and the village's sense of place.

The only other built structure found on North Green is the Coates War Memorial which sits adjacent to the A605 towards the south east corner of North Green. The war memorial takes the form of a stone obelisk generously enclosed by fencing much of which is comprised of concrete posts with tubular metal bars. The enclosure around the memorial reinforces the presence of the memorial on the vast green and with its well-maintained hedging and some flowers it creates an attractive semi private space on the otherwise open green. The concrete posts and tubular metal bars do not form a particularly attractive boundary to the war memorial and it is felt this offers an opportunity for enhancement.



***Historic Image War Memorial***

A key feature of North Green is the trees upon it which add to the strong natural qualities of this part of the conservation area. The oldest and largest trees on North Green are lime trees which make a fundamental contribution to the character and appearance of the conservation area. A total of nine mature lime trees survive each of which are around 150 years old or more. Given the size of the green these large trees sit comfortably within the space complimenting the vast expanse of the green. A number of other mature trees are worth noting around North Green including the Horse Chestnut at the Rectory. Younger trees are also found around North Green and these collectively contribute to the natural qualities of the green.

There are no physical boundaries surrounding North Green to separate it from the roads around it and through it. The edge of the green is entirely open and at any point you can step off the road or path and on to any part of North Green. The mature and semi mature trees that sit towards the edge of the green are seen as



natural features on the green and not as a boundary treatment. The open nature of the green forms part of the character and appearance of the space and reinforces its intent as a welcoming space to be used by the local community. North of the former chapel there is a playground area which also emphasises the fact this is a village green for community recreation. The nature of the green edge is such that it is susceptible to suffering from damage and erosion particularly if cars repeatedly park around the edge.



***Church from the Green***

The open character of the green means it is viewed from all angles and all directions across it. The most familiar view is that looking northwards from the A605 up the green towards the former Methodist Chapel. There is a great awareness of the expanse of North Green when looking across it. It is also noticeable, particularly in summer when the trees are in leaf, that the buildings around the green somewhat fade into the background obscured by the trees on the green and the focus of the view is very much the natural space. It is noted that there are particularly attractive views at the northern end of the green looking north along the narrow stretch of green where the road runs through it. As the dwelling houses sit back behind the green they are unobtrusive and the view taken in is one of green lined by trees. In winter, when trees are not in leaf, views are afforded into the open countryside to the north beyond the village. These views are important as they create a strong visual connection between the settlement and the fields beyond serving to reinforce the rural context of Coates.



### ***Countryside view***

Around the largest area of North Green the settlement pattern comprises of buildings fronting the outer edge of the surrounding road. Buildings generally face onto the green although a few sit gable end onto the green. Where front gardens exist these are narrow spaces and there is a mix of low level front boundary treatments. At the northern stretch of North Green the settlement pattern differs as houses sit back behind the green accessed from driveways which cross the green. The buildings around North Green are notably modest in scale and of simple architectural styles which is a characteristic of this rural village settlement and the conservation area. The historic buildings tend to be those which are more characterful, and which stand out in the street scene including the **Church of Holy Trinity (grade ii), 22 North Green (grade ii), 40 North Green (grade ii)** and Church View 47 North Green.

**The Rectory (grade ii)** is a historic building dating back to 1773. Although one of the larger of the dwellings within the village it sits fairly discretely in private grounds to the north side of the church. Adjoining the Rectory on its west side is the former Sunday School which is an attractive non-domestic building which can best be seen from the churchyard. Unfortunately this building now stands in a poor state of repair and needs refurbishment. The churchyard itself is worth noting as a tranquil natural space within the conservation area. The Holme Oak is a fine tree within the churchyard and in spring the Magnolia trees come out in their delicate pink blooms.

## South Green

The green to the south of the A605 is called South Green. It is smaller than North Green and more fragmented as a result of the roads which run through it. South Green is triangular in shape tapering away as it heads south. The largest section of South Green abuts the A605 and is open without any boundary enclosure. The trees on the space are young trees with the exception of two Norway Maples on the east side. There are no buildings on this area of South Green and the focal point is children's play equipment. The rest of South Green presents itself as wide stripes of verge to the sides of the road with young deciduous trees throughout. These green spaces offer less opportunity for recreation given their size but contribute to the strong natural qualities of the conservation area.



### *South Green*

Buildings around South Green are predominantly from the mid 20<sup>th</sup> century onwards and sit to the footpath edge or behind front gardens. The buildings around South Green are notably modest in scale and of simple architectural styles which is a characteristic of this rural village settlement and the conservation area. The historic buildings which survive on South Green tend to be the more characterful buildings in this part of the conservation area and include the pair of adjoining thatched dwellings known as **98 South Green (grade ii)** and **45 Fieldside (grade ii)**. 98 South Green fronts the green although 45 Fieldside is discretely sited behind. **The cottage to rear of No. 91 South Green (grade ii)** is also discretely sited and not entirely visible from South Green itself although its thatched roof can be seen from the green. These

three early buildings are located close together at the southern end of the conservation area.

### **Fieldside**

Fieldside is a lane which forms the western boundary to the conservation area south of the A605. The lane is no more than a farm track, untarmacked. On the east side of Fieldside is the rear boundaries, rear access and garaging of South Green properties. Boundary treatments are a mix of modern walling, fencing and hedging. The interest of this conservation area boundary is in the nature of the unmade track. To the west of Fieldside are currently fields which give rise to its name.

### **Buildings of Local Importance**

Buildings of Local Importance identified in the text above are:

- Former Sunday School, North Green (identified as a BLI since 1993)
- Former Methodist Chapel, North Green (identified as a BLI since 1993)
- Church View, North Green (identified as a BLI since 1993)
- Coates War Memorial, North Green (identified as a BLI since 1993)
- Fire Engine House (identified as a BLI since 1993)

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## Part 2

### Boundary Review

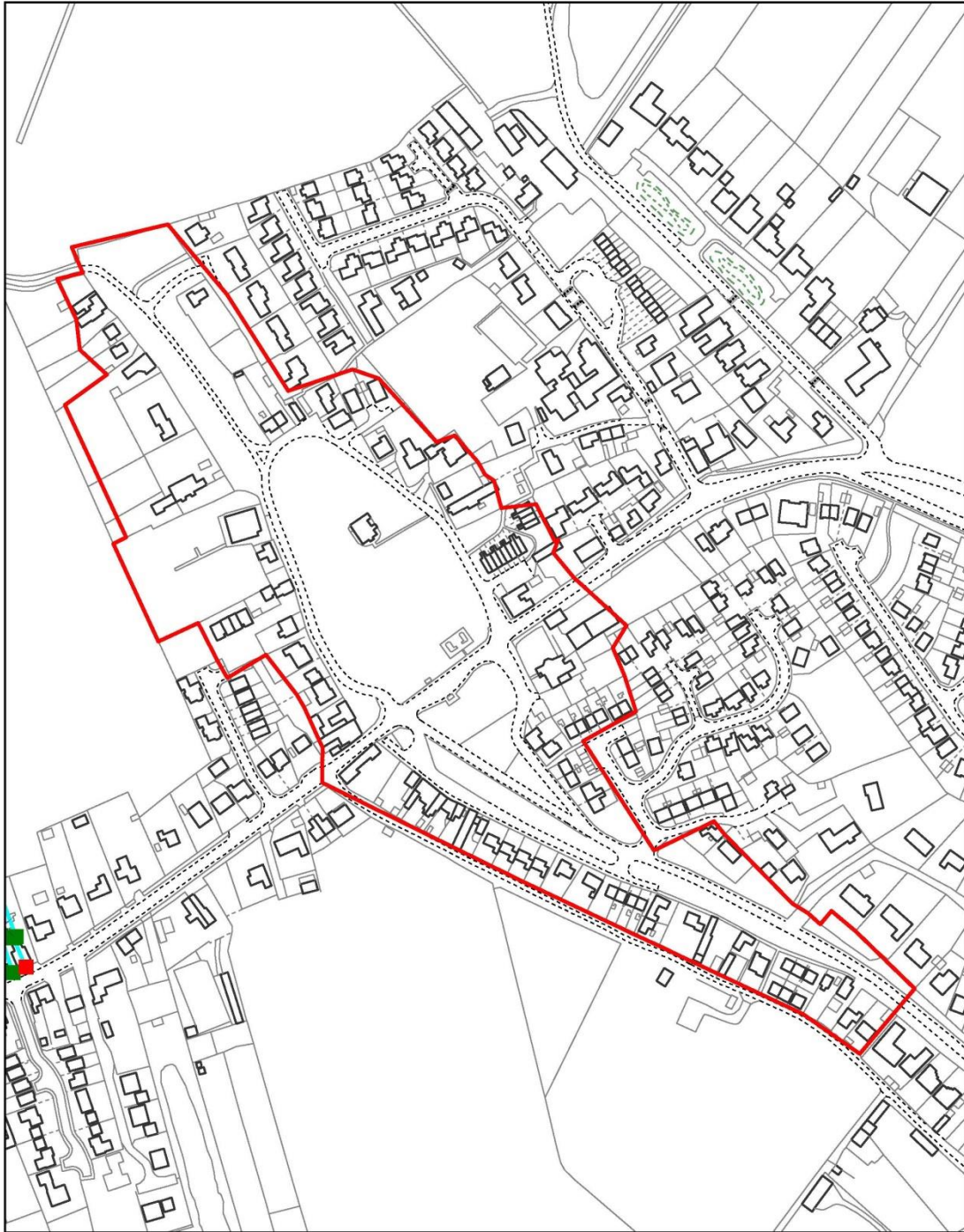
Coates Conservation Area was designated in October 1976 and the boundary has not changed since its original designation. As part of this appraisal process the boundary line of the conservation area has been reviewed to ensure it still covers an area which can be determined to be of special architectural and historic interest. The boundary is drawn to highlight the character of the Green and the settlement morphology of the village. It therefore focuses on those buildings which directly surround the North and South Green.



In this instance it is felt the Coates Conservation Area boundary requires amendment to reflect the fact that a part of the conservation area does not have a special architectural and historic interest. The boundary is to be amended on its east side to remove an area of mid-late 20<sup>th</sup> century housing development which is not of special interest and does not have a tangible relationship with Coates Green. The areas to be removed are as follows:

- Sunnyville Road and the entrance to Barnfield Gardens are included within the conservation area. These streets were created in the mid-20<sup>th</sup> century and are not considered to be part of the historic footprint of the village. The housing on these streets does not front South Green. Property on Sunnyville Road was built circa 1970 and comprises of generic modern housing. Given it does not relate to the green and is not of architectural or historic interest it is proposed that the boundary is realigned to exclude Sunnyville Road property.
- 37 – 42 South Green were erected after the conservation area boundary was designated. 40, 41, and 42 are bungalows which are well set back from the green. 37, 38 and 39 sit behind them and are not clearly visible from South Green.

A map showing the proposed boundary is provided in Map 2.

## Map 2 - Proposed Coates Conservation Area Boundary



<p>Created on: 02/09/2019</p> <hr/> <p>© Crown Copyright and database rights 2019 Ordnance Survey 10023778</p>	<p>Scale = 1:3,000</p>		
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## Part 3

### Management Plan

The Management Plan is intended to provide a strategy for managing change, addressing issues and identifying enhancements within the Coates Conservation Area to ensure the conservation area retains its qualities as an area of special architectural and historic interest. The objectives developed are intended to effect positive changes within the Coates Conservation Area to enhance its character and appearance and better reveal its significance.

The fundamental factors which contribute to the special character and appearance of the Coates Conservation Area are identified in the character appraisal. Given the interest of the conservation area there are only a few issues which threaten this particular conservation area's character and appearance.

### Objectives

#### Preserving the Green

Coates Village Green is the defining element and fundamental feature of the Coates Conservation Area. Therefore preserving the character and appearance of this open green space is fundamental to preserving and enhancing the special interests of the conservation area. As a designated village green it is protected from development and will never be developed upon but there remain some threats which may harm its interests and the quality of the green. The grassed edges of the green are considered to be vulnerable to being eroded and damaged by vehicles repeatedly and regularly being parked on it to the detriment of its character and appearance.

**Objective 1** - *The Council will work in partnership with the landowner, residents and all relevant and interested parties to endeavour to alleviate parking issues on the Green.*

#### Coates War Memorial

Coates War Memorial occupies a prominent position on North Green adjacent to the A605. The memorial has historic importance within the village commemorating those villagers who lost their lives in World War I and World War 2. It is also a notable historic feature within the conservation area. In many towns and villages war memorials are listed and recognised for their architectural and historic interests. It is disappointing that the Coates War Memorial is not afforded the same recognition.

Photographic evidence shows that the enclosure around the war memorial has changed in the last century and has been enlarged. The enclosed space is well maintained although the nature of the enclosure on the north, west and east side which is formed from concrete bollards and steel poles is considered to detract from the setting of the war memorial and wider appearance of The Green. It is felt there is an opportunity to enhance the setting of the war memorial and appearance of the green by providing better quality railings.

**Objective 2** - To seek to promote the historic importance of the war memorial and enhance its setting by (i) putting the memorial forward for listing and (ii) seeking to facilitate an enhancement scheme to replace the modern sections of railings around the memorial as and when they are due for renewal or if funding opportunities arise.

### **Trees within the Conservation Area**

The natural qualities of the Coates Conservation Area are enhanced by the presence of trees, particularly on the green and within the churchyard area. These are predominantly deciduous trees and as such the appearance of the conservation area does differ between summer when trees are in leaf and winter when leaves have fallen which add to its seasonal interest. The oldest and most prominent trees within the conservation area are on the green are the European lime trees (common lime trees) found on the east and west sides of North Green. These lime trees stand dominant on North Green and are by far the tallest trees. Care is required to effectively manage the lime trees along with other trees on the green.

**Objective 3** - Tree management on North & South Green will be implemented in accordance with the Council's emerging Tree Management Strategy. Trees will only be removed for reasons of health and safety following a full inspection and ensuring a suitable replacement tree will be planted to ensure continuity of tree cover on both greens.

### **Development site opportunities**

Coates Conservation Area draws its boundary tight around the village green and its peripheral houses and it is already densely developed. In this context development opportunities within the conservation area are limited. There are, however, a few sites and poor quality buildings which currently detract from the character and appearance of the conservation area and offer an opportunity to enhance the conservation area through appropriate and timely redevelopment. Development of these sites will need to be initiated and undertaken by the land/property owners. Where required the Council can support these owners by providing appropriate planning and conservation advice to help ensure such developments enhance the character and appearance of the conservation area:

- 6 March Road
- 14 March Road

### **Delivery**

The three objectives cited within this Management Plan are to be delivered in partnership with stakeholders. The delivery of these objectives will require the input of the Conservation Officer(s), the Arboricultural Officer and may involve collaboration with other teams such as Street Scene, Enforcement, Leisure and



Open Spaces, and Highways. Fenland District Council will use its available resources to help deliver the objectives contained in this Management Plan.

The Parish of Whittlesey benefits from a strong civic voice and a committed Town Council. There are a number of established community groups and organizations within the parish that take an interest and seek to promote Whittlesey and Coates cultural heritage and its built environment. These groups include The Whittlesey Society and Whittlesey Museum. The Management Plan provides an opportunity for local groups to get involved in the delivery of some of the objectives specifically objective 2.

## Monitoring

During the 5 year period this Management Plan is set to cover it is important to be able to monitor progress of objectives and measure success at the end of the period. Monitoring procedures should be easy to implement and transparent. In this regard the following monitoring should be followed:

- i. **Annual Review** – Fenland District Council's conservation team and stakeholders referenced within the document shall convene on an annual basis. The purpose of the meeting will be to specifically review the objectives set out in this management plan and report on the progress being made under each objective.
- ii. **Measuring Success (Objectives)** – Success can be measured against completed objectives. It is considered that objective 2 has a clear outcome and success will occur when the objective is met. It is felt that objectives 1 and 3 are open ended objectives covering a long term strategy of care.
- iii. **Recording Success (The Photographic Record)** – In collaboration with the annual review it would be beneficial to keep a photographic record of objective related buildings, streets and spaces so successes can be visually convey through “before and after” photographs.

## Annex 1: Buildings on the National Heritage List for England – Listed Buildings

The buildings listed below are identified by the address in the official entry on the National List for Historic England.

- **22 North Green, Coates. Grade II, List Entry Number: 1279446**

Cottage, subdivided, and now one dwelling. Late C17, and early C19 with C20 small addition at rear. Timber framed, and later brick, plaster rendered.

- **The Rectory, North Green, Coates. Grade II, List Entry Number: 1228228**

Rectory. 1773 (dated stone) and mid C19. Yellow gault brick with steeply pitched slate roof and sawtooth eaves cornice.

- **Church of Holy Trinity, North Green. Grade II, List Entry Number: 1287280**

Parish Church. 1840, 1874 and 1890 by J. Wild.

- **40 North Green, Coates. Grade II, List Entry Number: 1228707**

Pair of Cottages. Late C18 or early C19. Brick, rendered with long straw thatch and saw tooth eaves cornice.

- **98 South Green, Coates. Grade II, List Entry Number: 1228713**

Cottage. Late C17 or early C18, and 1784. Originally timber framed but the frame has been substantially replaced or cased by brick.

- **45 Fieldside, Coates. Grade II, List Entry Number: 1227934** (to the rear of No. 98 South Green).

Cottage. Probably late C17 or early C18 in origin, altered and repaired in C19 and C20.

- **Cottage, Rear of 91 South Green, Coates. Grade II, List Entry Number: 1279403** (now also known as 55 Fieldside, Thatchers Cottage)

Cottage. C18 and C19. Originally of claylump which has been replaced entirely by late C18-C19 callow brick, part now painted, and one gable end rendered.

## Annex 2: Planning Controls and Enforcement

### Development Control

This Management Plan seeks to establish a proactive framework for managing change, addressing issues and identifying enhancements within the Coates Conservation Area to ensure it retains its qualities as an area of special architectural and historic interest and to better reveal these interests. The Local Planning Authority does however manage change within conservation areas on a day to day basis through the process of development control. Where planning permission or listed building consent is required for works to buildings within a conservation area there are statutory considerations the Local Planning Authority has to follow in determining such applications. Buildings located within a conservation area are also subject to some additional planning controls. The following section identifies the Acts and statutory guidance which contribute to the framework of development control and the process of considering applications.

### Town and Country Planning Act 1990

The Town and Country Planning Act 1990 is at the heart of the planning system although it is modified by The Planning & Compulsory Purchase Act 2004 and more recently by the Enterprise and Regulatory Reform Act 2013. S57 of the Town and Country Planning Act 1990 sets out the requirement that ***“Planning Permission is required for the carrying out of any development of land”*** although it allows for certain development to be exempt from planning permission if it is covered by a development order such as The Town & County Planning (General Permitted Development) (England) Order 2015 as detailed below. S55 of The Town and Country Planning Act 1990 defines development. S38 (6) of The Planning & Compulsory Purchase Act 2004 instructs that ***“if regard is to be had to the development plan for the purpose of any determination [of planning permission] to be made under the planning Acts the determination must be made in accordance with the plan unless material consideration indicate otherwise”***.

The Enterprise and Regulatory Reform Act 2013 made changes to the Town and Country Planning Act 1990 and Planning (Listed Buildings and Conservation Areas) Act 1990 simultaneously in respect to the demolition of unlisted buildings within conservation areas. The changes made in respect of demolition resulted in Conservation Area Consent becoming obsolete and instead Planning Permission is solely required for works of relevant demolition in a conservation area under provisions now covered by the Town and Country Planning Act 1990. Planning Permission is required for demolition of a building exceeding 115 cubic metres or to take down any wall, gate or fence over 1 metre high abutting a highway or over 2m elsewhere. Undertaking works of relevant demolition in a conservation area without planning permission constitutes a criminal offence under S196D of the Town and Country Planning Act 1990.

## **The Town & Country Planning (General Permitted Development) (England) Order 2015**

The designation of a conservation area has implications under The Town & Country Planning (General Permitted Development) (England) Order 2015. For the purposes of this act, as stated under Schedule 1 Part 1, land within a conservation area is referenced as Article 2 (3) land.

Under this act certain works to unlisted dwelling houses which would have otherwise been possible to proceed without planning permission will require planning permission because the dwelling house is in a conservation area. Matters pertaining to the requirement of planning permission for dwelling houses are detailed in Schedule 2, Part 1 of the act and the act should be fully consulted before undertaking works to dwelling houses within a conservation area. Examples where planning permission will be specifically required if a dwelling house is located within a conservation area includes where works consisting of the cladding of any part of the exterior of a house with stone, artificial stone, pebble dash, render, timber, plastic or tiles or extending to the side of the house or extension consisting of a two storey rear extension. The installation of microwave antenna (satellite dishes) is also more greatly controlled if they are on dwellings within a conservation area.

Certain changes of use will require planning permission if a building is located in a conservation area. Such matters are detailed under Schedule 2, Part 3 of the act and this should be fully consulted when considering change of use of buildings within a conservation area. For example planning permission is required where buildings operating as shops, financial or professional services, betting offices or payday loan offices seek to change use to a building to function for assembly or leisure. Planning permission is also required where buildings are to change use to a dwelling house from a building operating as a shop, financial or professional services, betting office or mixed use.

Certain non-domestic extensions will require planning permission because a building is located in a conservation area. Such matters are detailed under Schedule 2, Part 7 of the act and this should be fully consulted when considering the extension of non-domestic property in a conservation area. For example planning permission is required for the extension of a shop or financial or professional services establishment or office building. Planning permission would also be required for the erection of a collection facility or modification of the loading bay of a shop.

The installation, alteration or replacement of micro-regeneration solar PV or solar thermal equipment is more closely controlled where buildings are located in conservation areas. Such matters are detailed under Schedule 2, Part 14 of the act and this should be fully consulted when considering installing such equipment. For example, planning permission is required if it is the intention to install the equipment on roofs fronting a highway.

## **Planning (Listed Buildings and Conservation Areas) Act 1990**

The legal duties in respect to the consideration of listed building consent applications and planning applications affecting listed buildings and buildings in conservation areas falls under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990. With regard specifically to conservation areas the act requires that in determining planning applications within conservation areas **“special attention shall be paid to the desirability of preserving and enhancing the character or appearance of that area”**.

With regard to listed buildings, S16 of the act concerns the determination of Listed Building Consent and requires that **“in considering whether to grant listed building consent for any works the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”**. S66 of the act concerns the determination of planning permission in respect of works to listed buildings and requires that **“in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case maybe, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses”**.

#### **Fenland Local Plan (May 2014)**

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant material considerations may include other legislative direction (such as the Planning (Listed Buildings and Conservation Areas) 1990), statutory guidance (NPPF) or other general guidance but such considerations should be weighted accordingly. The Fenland Local Plan was adopted in May 2014. Policy LP18 of the Fenland Local Plan (May 2014) specifically concerns the historic environment.

Within the Vision Statement set out in the local plan a commitment is made seeking that **“The natural and historic environment will be protected and enhanced with new development taking into account the surroundings of the area in which it would be situated”**. Objectives 3.1 and 3.2 reinforce the vision and intrinsically inform how the Council will approach development affecting the district’s conservation areas and other heritage assets. Objective 3.1 seeks to **“Preserve and where appropriate, enhance buildings, monuments, sites and areas and landscapes that are designated or locally valued for their heritage interest; and protect/enhance their settings”**. Objective 3.2 seeks to **“create places, spaces and buildings that are well designed, contribute to a high and local distinctiveness of townscape character”**.

#### **National Planning Policy Framework (Feb 2019)**

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to be applied. It identifies how planning policy is to contribute to the achievement of sustainable development through economic, social and environmental factors. A core principle of the NPPF is to “conserve

heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations". Section 16 covers conserving and enhancing the historic environment and paragraphs 184 – 202 provide guidance on the determination of applications.

## **Enforcement**

The character and appearance of a conservation area can be diminished or harmed by unauthorised works being undertaken to listed buildings within it, where breaches of planning occur, where unauthorised advertisements have been used or where tree protection offences have occurred. Where buildings or sites within conservation areas are neglected and allowed to fall into disrepair this can also impact negatively on the interests of a conservation area. In these circumstances, the Local Planning Authority has a range of enforcement powers available at their discretion to address these issues.

### **Unauthorised Works to Listed Buildings**

Any works to listed buildings that involve their alteration, extension or demolition are controlled by the mechanism of Listed Building Consent and proposals that would fail to preserve a listed building's interests would not be granted consent. The interest of a listed building may be harmed by inappropriate and unauthorised works and failure to obtain listed building consent itself or breaching a condition attached to a listed building consent constitutes a criminal offence under S9 Planning (Listed Buildings and Conservation Areas) Act 1990 and owners can be prosecuted for undertaking such works.

The Local Planning Authority has the power to address unauthorised works to listed buildings under S38 Planning (Listed Buildings and Conservation Areas) Act 1990 and can issue a listed building enforcement notice. A Listed Building Enforcement Notice would set out steps required to restore the building to its former condition or set out steps required to alleviate the effect of the unauthorised works or steps required to bring the building back to a state it would have been in if conditions attached to a listed building consent had been complied with.

### **Breaches of Planning Control**

A breach of planning control is defined under S171A Town and Country Planning Act 1990 and occurs where development has been carried out without the required planning permission or where there has been a failure to comply with a condition under which planning permission has been granted. It is at the discretion of the Local Planning Authority to take action against breaches but where such breaches cause harm to the interests of a conservation area enforcement action should be pursued. The Local Planning Authority can serve an Enforcement Notice which would state what action is required to remedy the breach. It is an offence to fail to comply with an Enforcement Notice once the period for compliance has elapsed.

## **Unauthorised Advertisements**

Unauthorised advertisements may relate to illegal hoardings, fly-posting, graffiti or adverts along highways. There are a range of provisions under the Town and Country Planning Act 1990 for dealing with these issues.

### **Tree Offences**

Tree Preservation Orders are made to protect specific trees in the interest of amenity. Anyone who contravenes an order by damaging or carrying out works to a tree has committed an offence and can be fined. They can also be required to replace the tree under a tree replacement notice.

### **Securing repairs to listed buildings**

Under S48 and S54 Planning (Listed Buildings and Conservation Areas) Act 1990 the Local Planning Authority has powers to address listed buildings which have fallen in to disrepair. Under S54 an Urgent Works Notice can be served on unoccupied listed buildings. An Urgent Works Notice would cover works (the minimum required) considered urgently necessary for the preservation of a listed building to keep the building wind and watertight, supported against collapse and secure from unauthorised entry. Such a notice would require an owner to undertake specified work in a particular timeframe otherwise the local authority would step in and execute the works. A S48 notice, also known as a Full Repairs Notice, could specify works for the full repair of the building although should an owner fail to execute such works the Local Planning Authority would have to be in a position to review the viability of compulsory purchase.

### **Securing repairs to unlisted buildings in conservation areas**

Under S76 Planning (Listed Buildings and Conservation Areas) Act 1990, the local planning authority could apply the provisions of a S54 urgent works notice (as detailed above) to an unlisted building.

### **S215 Notice**

S215 Town & Country Planning Act 1990 provides Local Planning Authorities with the power to take steps required for land and buildings to be cleaned up when their condition adversely affects the amenity of an area. Under S219 of the act Local Planning Authorities have the power to undertake the clean-up works at cost to the Local Planning Authority, and recover the costs from the landowner.

### Annex 3: Public Consultation

In accordance with S71 Planning (Listed Buildings and Conservation Areas) Act 1990, the Conservation Area Appraisal and Management Plan (2019) are put to public consultation from Monday 6<sup>th</sup> July 2020 to Monday 3<sup>rd</sup> August 2020.

Please note the consultation process has been impacted upon by the 2020 Coronavirus outbreak and associated “lockdown” measures. In this regard it has not been possible to undertake consultation activities in the community such as a public display or public event.

The consultation was being undertaken in the following way.

- **Web Site Publicity and Consultation** – A consultation page is provided on the Fenland District Council website which gives the necessary information about the new appraisal, the proposed boundary amendment and the management plan content. The community has an opportunity to provide consultation feedback online. Full copies of the Conservation Area Appraisal (July 2020) are available to download from the website: [www.fenland.gov.uk/consultations](http://www.fenland.gov.uk/consultations)
- **Advertising** – The consultation period will be advertised by means of a press release. Within the press release, the dates of the consultation period are cited alongside the details of where the documents can be viewed.
- **Direct Consultation** – For those building owners who have property that is proposed to be removed from the conservation area they will be directly contacted by letter. They will be made aware that their property is to be removed from the conservation area and asked to comment.



## Annex 4: References

### Books

Gray P (1990), The Washlanders, Terence Dalton  
Oosthuizen S (2000), An Atlas of Cambridgeshire and Huntingdonshire, The Lavenham Press  
N Pevsner (1977) The Buildings of England: Cambridgeshire, Penguin Books Ltd  
Bevis T (1992) Water water everywhere: The Draining of the Fens  
Bevis (2000) Whittlesey Through The Ages  
Hiller R (1981), Clay that Burns: A history of the Fletton Brickmaking Industry. Whittlesey Society, Millennium Memories of Whittlesey, Parrot Print Ltd  
Whittlesey Society, Millennium Memories of Whittlesey No 2, Parrot Print Ltd  
Whittlesey Society, Millennium Memories of Whittlesey No 3, Parrot Print Ltd  
Whittlesey Society (2001), Millennium Memories of Whittlesey No 4, Parrot Print Ltd  
Whittlesey Society (2004), Millennium Memories of Whittlesey No 5, Parrot Print Ltd

### Directories

Robson's Commercial Directory (Cambridgeshire) 1839  
Slater's 1950  
Post Office Directory of Cambridge, Norfolk & Suffolk 1858  
Cassey's Cambridgeshire Directory 1864  
Kelly's Directory of Cambridge, Norfolk and Suffolk 1875  
Kelly's Directory of Cambridgeshire, Norfolk and Suffolk 1892  
Articles

### Maps

Cambridgeshire Records Society, Jonas Moore's Map of the Great Levell of the Fens 1658  
1841 Tithe Map  
1887 OS County Series 1:2500 Cambridgeshire and Isle of Ely  
1901 OS County Series 1:2500 Cambridgeshire and Isle of Ely  
1926 OS County Series 1:2500 Cambridgeshire and Isle of Ely  
1970 OS Plan 1:2500

### Websites

British History Online (BHO) <http://www.british-history.ac.uk/vch/cambs/vol4/pp123-135> (viewed 23/03/2017)

### Dissertation

1982 – Institute of Geological Natural Environment Research Council The sand and gravel resources of the county around Whittlesey Cambridgeshire S Booth

### Coates Conservation Area Appraisal and Whittlesey Conservation Area Management Plan

#### Consultation Responses

The Coates Conservation Area Appraisal and Management Plan were put out to public consultation between Monday 6<sup>th</sup> July 2020 and Thursday 6<sup>th</sup> August 2020. Due to Covid-19 and subsequent lockdown restrictions there were no public display or events, but the documents were available to view online via the Fenland District Council website. The documents were also distributed to heritage interest groups within the town specifically The Whittlesey Charities and Whittlesey Mud Wall Group.

Following public consultation **10** responses were received from the following respondents:

Whittlesey Town Council - Cllr Whitwell

Benwick, Coates and Eastrea – Cllr Wicks

Cllr Laws

Members of the public – Mr and Mrs Todd

- Grace Hards
- Mrs Isabel Boon
- Laurence Seaton

Comment Received From	Comment Made	Page Effected	Action
Cllr Laws	<p>Following Whittlesey Town Council Planning Committee held on Monday evening several points were raised concerning Coates Conservation Appraisal.</p> <p>Coates Conservation Appraisal was listed on the agenda for information only and to alert members of a public consultation between Wednesday 8<sup>th</sup> July and Wednesday 5<sup>th</sup> August, 2020.</p> <p>I understand several had noted typo errors – the Town Clerk suggested members complete the consultation individually and highlight spelling mistakes within the text and a road name.</p> <p>One point raised – since the publication of FDC on-line Coates Conservation public consultation – allegedly a Coates War Memorial Voluntary Committee exists and they are raising concerns.</p> <p>The group maintained the shrubs, flowers, flag stones within the memorial grounds. I understand they were not happy to see the entry concerning replacement of boundary fencing.</p> <p>The group consider, although the robust poles/fencing isn't what would be deemed to be the correct railings or age compatible with the War Memorial – it is strong, stable and does a job to protect the War Memorial.</p> <p>Allegedly, the War Memorial is in ownership of Coates Village and not FDC.</p> <p>Maybe, the wording needs to be reconsidered for the objective –</p>		<p><b>Comments noted and wording will be amended to ensure that the objective indicates railings should aim to be replaced with a more appropriate style, only when the need arises or funds are available.</b></p>

	<p>when the existing boundary fence protecting the War Memorial needs to be replaced, consideration must be given to replace/erect with the correct materials and appropriate railings/fencing compatible with the age of the War Memorial.</p> <p>At the moment they apparently think Fenland's objective is to pull down and needs to be replaced immediately as we know there wouldn't be the funds available to consider such a project.</p> <p>I have suggested to one of the Village Ward Councillors maybe an opportunity to approach Coates Voluntary War Memorial Group and discuss a fund raising exercise, maybe some grant funding is available to enhance, maintain and retain Ware Memorials - not sure if this will go anywhere.</p>		
Cllr Wicks	<p>Boundary, Can you clarify your proposal as there are a number of older buildings excluded and some very modern that are included. Why have no buildings in the Fold and the village school not been included. Where exactly is 45 Fieldside? Cottage at rear of 91 South green which is 55 Fieldside (Thatcher's cottage) originally part of 91 South Green. This was totally derelict and fully restored in the early 2000's. As Fenland are the maintainers of the Greens, Will the trees be included in any tree maintenance strategy? The subject of regular surveys and maintenance of the trees has been an ongoing matter for some time.</p>		<p><b>Comments noted and boundary review will be clarified to ensure that buildings are included or excluded as appropriate and clear reasons given.</b></p> <p><b>The Conservation Area Boundary has been drawn to include those buildings which front the Green. It is not considered that the Fold forms part of this morphology.</b></p> <p><b>Queries over addresses will</b></p>

			<p><b>also be clarified before the final document is published.</b></p> <p><b>Maintenance of the trees is addressed under Objective 3.</b></p>
<p>Cllr Wicks</p>	<p>My concerns related to the accuracy of information within the document and in particular firstly the National Heritage Listed for England and also the management of the trees on the greens. F/YR20/0613/O</p> <p>Turning to the Heritage listings and in particular 45 Fieldside was joined with 98 South Green prior to 1999 and from the information I have gathered this happened when a member of the Thorey family owned the property. So at this time 45 Fieldside as a unique address no longer exists.</p> <p>The Description of the cottage behind 91 South Green does now have its own unique address of 55 Fieldside (Thatches Cottage) In 1999 it was derelict and the land around it was a dumping ground. It has since been fully restored, completed around 2010 and its picture is on the Conservation document.</p> <p>The Objective 3 of the management plan I fully support, however, I have been for a number of years been campaigning about the maintenance of the trees on the green. I took me over 18 months after it was agreed that extensive work was required to the trees on North Green for the Arboreal work to be undertaken. I have lost count of the months I have been pursuing the maintenance of the trees on South Green. As a note even today a major branch on a tree has had to be dealt with by Tivoli as it had collapsed. This it the third tree on South Green that has had a significant failure.</p> <p>To ensure that the recommendations made in the management plan are implemented by FDC may I suggest that all relevant departments attend a meeting with interested councillors to ensure full buy in is implemented. I stand available should you require further detail.</p>		<p><b>Comments noted and accuracy will be ensured before the final document is published.</b></p> <p><b>No. 45 Fieldside is the address under which the building is listed and therefore identified on the Historic England Map and List.</b></p> <p><b>The same is true of No. 55 Fieldside.</b></p>

<p>CLr Wicks</p>	<p>If the boundary is being considered again. As 22 and 24 South green are within the boundary and 22 was constructed around 2012 and 24 in 1985 should they not be outside of the boundary as they are both of far more recent constructions than Sunnyville. 25 &amp; 26 South green are however, of the cottage type that existed pre war.</p> <p>(Did you meant that Nos. 22 and 24 <i>should</i> be outside the boundary? If you could just confirm this please, I will add it to the consultation review form. )</p> <p>I think they should be outside given that 25 &amp; 26 are outside at present but are of a far greater age and are of the farm cottage design that was the standard in years gone by. As I stated 22 was constructed around 2012 and 24 in 1985.</p>		<p><b>Comments noted.</b></p> <p><b>No.s 25 and 26 are now so altered as to have lost all architectural merit. The conservation boundary is drawn as logically as possible to ensure that the Green and the settlement pattern of the village is within the boundary as it is this more than the built environment which gives the area its character.</b></p>
<p>Whittlesey Town Council – CLr Whitwell</p>	<p><u>Page 8, Summary of Special Interest</u> Instead of ‘building materials seen within the town’, it should be ‘building materials seen within the village’.</p> <p><u>Page 17, South Green</u> 2 references where Fieldside is spelt incorrectly as Feildside.</p> <p><u>Page 18, Fieldside</u> Heading and 3 references where Fieldside is spelt incorrectly as Feildside.</p> <p><u>Page 19, Boundary Review</u> First bullet has Barnfield spelt incorrectly as Barnfeild.</p> <p><u>Page 20, Map 2</u> Text on page 19 states ‘it is proposed that the boundary is realigned to exclude Sunnyville Road property’. But the map on page 20 shows properties in Sunnyville Road still within the red line. Red line needs to be adjusted to exclude these.</p> <p><u>Page 23 Delivery</u></p>	<p><b>8, 14, 17, 18, 19, 20, 22, 23</b></p>	<p><b>Comments noted and corrections will be made where appropriate.</b></p>


	<p>Last sentence has 'Objectives 2' in plural, should just be 'Objective 2'.  <u>Page 14, Page 22, War Memorial</u></p> <p>There are comments that the 'railings do not form a particularly attractive boundary to the war memorial', and the objective is 'seeking to facilitate an enhancement scheme to replace the modern section of railings around the memorial'</p> <p>Whilst I accept that the railings are not compatible with the age of the war memorial, the existing railings are sound and it would be a waste of money to replace them. Indeed, this is the opinion of the majority of people and the small number of people who keep the war memorial maintained and tidy.</p> <p>Any replacement to more compatible railings should only be done if the existing railings were to fall down or become damaged,</p>		<p><b>Comments noted and wording will be amended to ensure that the objective indicates railings should aim to be replaced with a more appropriate style, only when the need arises or funds are available</b></p>
Members of the Public	<p>20 South Green – being removed from the CA. This is a mistake as it was built in 1850. Cars parked on the green is detrimental to the area.</p>		<p><b>Comments noted and boundary review will be clarified to ensure that buildings are included or excluded as appropriate and clear reasons given.</b></p> <p><b>Parking on the green is addressed under objective 1.</b></p>
Members of the Public	<p>Please note that in your plan under Buildings of Local Importance- the number of Church View on North Green is 47 and not 44 as stated.</p> <p>The greens are what gives Coates it's identity, including the countryside view at the bottom of North Green - as outlined in the plan. There are speculations that this could be built upon and it would, without a doubt detract from the village to lose yet another view to a mass of new builds.</p> <p>As an additional note to my previous email; considering the trees on North</p>		<p><b>Comments noted and corrections will be made where appropriate.</b></p> <p><b>Maintenance of the trees is addressed under Objective</b></p>

	Green are classed as part of the conservation area it would be nice to see the growth around the bottom of the Lime trees cut back and cared for again as they used to be maintained years ago and then it stopped. This would really enhance the look of the green.		<b>3.</b>
Members of the Public	Thank you for this document. I fully support all the comments and objectives made in the document. The importance of engaging with the War Memorial management team is of great importance. (objective 2)		<b>Comment noted.</b>
Member of the Public	I have read your document, and agree with the revised boundary shown on the map, and replacement of the trees in the future as they come to the end of their life and will be replaced. This will benefit the residents of Coates by being a lovely place to live and enjoy for future years. I would like to comment on the parking on North Green, and damage to the verges from Church View down to the bottom near the thatch cottage. The busiest times are during school time, parents park here and walk through the flats to Coates School. This is due to insufficient parking space in The Fold at the beginning and end of the school day. There have been bollards placed at the top of North Green near the flats, if these could be extended along the verge to the bottom this would give protection to the verges that are being damaged.		<b>Parking on the green is addressed under objective 1.</b>
Member of the public	I have read this report with interest and welcome it's intent which I believe is long overdue. Coates is certainly a very attractive village and I support the conservation of both its natural and manmade features.  One very important omission from the appraisal, however, is the ancient area to the west of the church towards Eastrea, known as 'Coates Field' and 'Cow Way'.  Coates Field is the oldest continually worked piece of land in the village and at one time would have employed most of the inhabitants		<b>Comments noted and boundary review will be clarified to ensure that areas are included or excluded as appropriate and clear reasons given.</b>  <b>The boundary of the Conservation Area focuses</b>



	<p>of 'Morton's Cotes' as the village was referred to (Cotes being an old English version of cottages). Down the centre of it running west to east is the Fen Causeway,, which was used exclusively as I understand it by the Romans, with the ancient Cow Way, which borders it on its northern side being used solely by the locals.</p> <p>Cow Way and Coates Field are reputed to be over a thousand years old and are home to foxes, hares and are regular hunting ground for Harriers and Kites and a whole plethora of other wildlife species.</p> <p>Most of the longstanding Coates folk (myself included) were of the belief that the area was already under the protection of a conservation plan and frankly are slightly horrified that this not currently the case, thankfully, though it seems there is now an opportunity to put this right.</p> <p>Whilst most of us recognise the need for some ongoing minor planning / building around the periphery of this area, any sort of housing development application would, I forewarn you, be met with a very well organised and well-funded campaign, backed by intellectuals to prevent it going any further.</p> <p>To conclude, I welcome your report, but please take note of my comment, particularly in the light of any ongoing relaxation of planning laws and the quest to meet county building targets.... there are plenty of other places to put these !</p>		<p><b>on the nucleus of the village settlement. The outlying fields contribute to its setting as a designated heritage asset and so this would be a material consideration. The same is true of Fieldside and the fields adjacent to it.</b></p>
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Agenda Item No:	<b>6</b>	
Committee:	<b>Cabinet</b>	
Date:	<b>8 Sept 2020</b>	
Report Title:	<b>March Area Transport Study OBC Report</b>	

## 1 Purpose / Summary

To update on progress with the March Area Transport Study, report interim online consultation results and seek approval for proceeding to Outline Business Case stage.

## 2 Key issues

### March Area Transport Study

- The aim of the March Area Transport study is to identify potential transport interventions in March to address existing capacity and safety problems whilst mitigating for future growth in the demand for travel resulting from increases in housing and employment opportunities identified in the Fenland Local Plan that was adopted in May 2014.
- The Cambridgeshire and Peterborough Combined Authority (CPCA) approved funding in October 2017 (£100k) and March 2018 (£1million) for the March Area Transport Study, formally known as the March Junctions Package. The funding is for feasibility study and option testing work.
- The feasibility study work has assessed the existing transport situation within March. Future growth scenarios have also been tested using traffic modelling to identify transport schemes that will be needed.
- Strategic assessments considered larger options to determine at an early stage if they would be value for money in accordance with Central Government Guidance. Strategic traffic modelling supported the assumptions of this assessment work.
- Operational assessments were modelled in detail using micro simulation traffic modelling to understand how specific schemes might operate in future. Schemes were tested using future years of 2026 and 2031 linking with the current adopted Local Plan
- A packaging assessment then considered the best performing schemes from the operational and strategic assessments. This packaging considered different combinations of the individual schemes, alongside high level construction costs and economic appraisals.
- All packages serve to mitigate the impact of Local Plan growth to varying degrees and all perform well

## 3 Recommendations

It is recommended that Cabinet:

- Note and comment on the results from the online consultation
- Note the proposal to construct Quick Wins schemes using budget underspend from this stage of the study

- Note the preparation of a Strategic Outline Business Case for the schemes outlined in the Option Assessment Report , reported at the March 2020 Cabinet
- Note the programme and costs for Outline Business Case, providing funding is made available by CPCA Board and a suitable funding agreement between CCC and CPCA can be agreed.

<b>Wards Affected</b>	All March Wards
<b>Forward Plan Reference</b>	
<b>Portfolio Holder(s)</b>	Cllr Chris Seaton, Portfolio Holder for Transport
<b>Report Originator(s)</b>	Belinda Pedler, Senior Transport Officer
<b>Contact Officer(s)</b>	Wendy Otter, Transport Development Manager Belinda Pedler, Senior Transport Officer
<b>Background Paper(s)</b>	<p>March Area Transport Study background paper and appendix</p> <p>The following March Area Transport Study documents are available on the County Council website from the link below:</p> <ul style="list-style-type: none"> <li>- Existing Conditions and Data Collection Report</li> <li>- Sustainable Travel Report</li> <li>- SATURN Model Validation Report</li> <li>- VISSIM Model Validation Report</li> <li>- Forecasting Report</li> <li>- Options Assessment Report</li> </ul> <p><a href="https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-funding-bids-and-studies/march-transport-study">https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-funding-bids-and-studies/march-transport-study</a></p>

### **1 Background / introduction**

- 1.1 The original March Area Transport Study (2011) and the March Market Town Transport Strategy (2013) identified a number of transport interventions that were needed to address existing congestion problems and provide capacity for housing and employment growth identified in the Fenland Local Plan for March. Although these pinch points were identified in previous studies, no schemes were devised to address the problems.
- 1.2 The Cambridgeshire and Peterborough Combined Authority (CPCA) presented a paper at its board meeting on 28th March 2018 that set out spending on transport during the period 2018-20.
- 1.3 The March Junctions Improvement Package was one of the transport schemes identified in the pipeline of schemes and was allocated £100k in October 2017 and a further £1m in March 2018 for a feasibility study with responsibility for leading and delivering the study delegated to Cambridgeshire County Council (CCC). CCC subsequently appointed Skanska as its consultant support for the study through its Highways Services Contract and the study was renamed as the March Area Transport Study (MATS).
- 1.4 In addition, and following approval from CCC Economy and Environment (E&E) Committee in July 2018, a Member Steering Group (MSG) was established to ensure Local Member involvement throughout the study. This has met twelve times to date and has successfully guided the study throughout its development.
- 1.5 The study has examined a wide range of options developed from officer led workshops and subsequently reviewed by the MSG. These options were assessed using bespoke transport models at a higher strategic and more detailed operational level. Study outcomes are detailed in the Options Assessment Report that was reported at the March 2020 E&E Committee. Approval to proceed to Public Consultation with the options identified was also granted at the March 2020 committee meeting.
- 1.6 Since then the Covid-19 pandemic has resulted in the face to face Public Consultation events being postponed prior to launch due to restrictions on mass public gatherings. However, an interim online only consultation was run between 15 May and 28 June 2020 in order to maintain progress with the study. Interim results of this consultation are presented below.
- 1.7 Furthermore, CPCA are keen to press ahead with the study and requested funds were released to progress to the next stage, Outline Business Case (OBC) at the July 2020 CPCA Transport & Infrastructure committee. Agreement to release £1m to fund the OBC was approved at the August 2020 CPCA Board meeting.

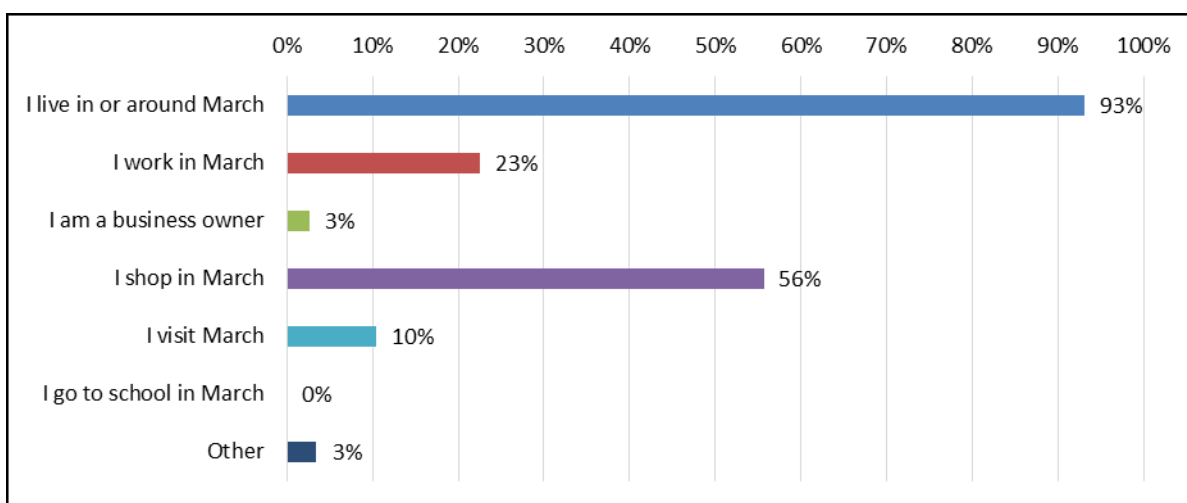
### **2 Considerations**

#### Public Consultation

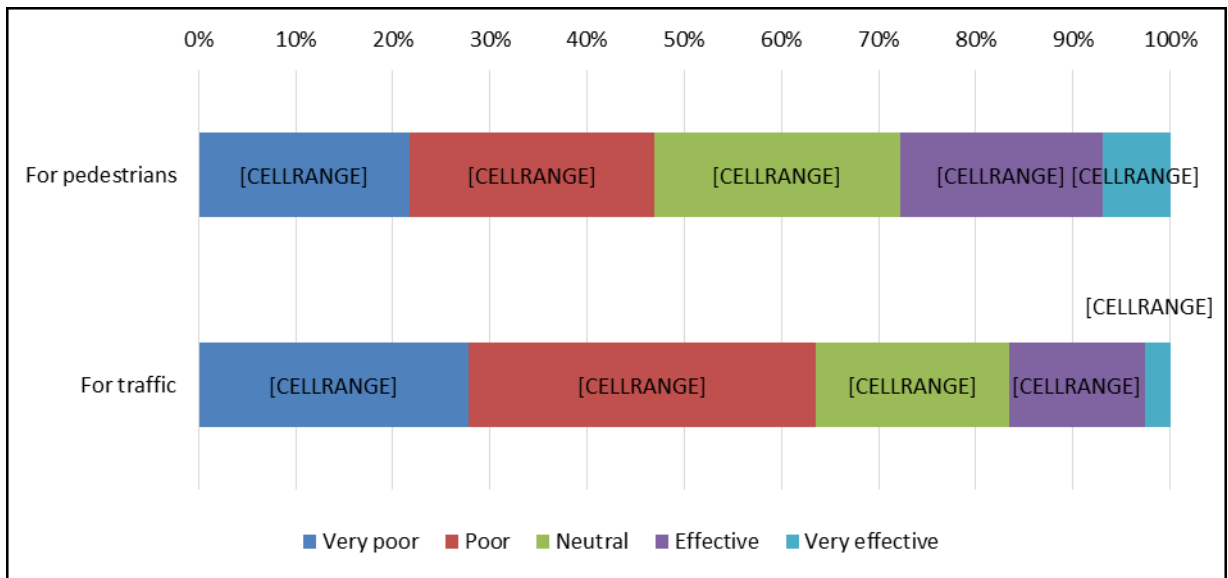
- 2.1 The Covid-19 pandemic and resulting restrictions on public gatherings caused the MATS face to face Public Consultation events to be postponed prior to launch at the end of March 2020. However local members and CPCA were keen to maintain progress with the study so an interim online only consultation was held between 15 May and 28 June 2020.
- 2.2 Additional face to face public exhibitions will be held as soon as public health guidelines permit this. The CPCA business case process states consultation on options should be conducted at Strategic Outline Business Case (SOBC) and Outline Business Case (OBC) stages if applicable. CCC would normally conduct public consultation (face to face events) at SOBC stage and progressing to OBC without completing public consultation

presents a risk to the project going forward. However, the CPCA are aware of this risk and it helped inform their decision to move forward with the online consultation at the OAR stage, which CCC ran in partnership with the CPCA.

- 2.3 CCC intend to conduct face to face public exhibition consultation events before the Outline Business Case for the MATS schemes is submitted. This will however be dependent on public health advice and alternative consultation methods may need to be investigated if it becomes apparent that face to face events will not be possible within the required timescales.
- 2.4 Interim online consultation results show circa 5,400 visits to the virtual consultation room and circa 690 visits to the online survey site, which translated into 115 usable completed surveys. The vast majority of respondents live in or around March and/or shop in the town, as the figure below shows.
- 2.5 A breakdown of respondents connection to the project:



- 2.6 The majority of respondents were in favour of the proposed schemes, with the following percentages of respondents either 'supporting' or 'strongly supporting' each proposed scheme:
  - Scheme 1 – March Northern Industrial Link Road = 71%
  - Scheme 2 – A141/Twenty Foot Rd signals = 64%
  - Scheme 3 – A141/Hostmoor Ave roundabout (developer funded) = 76%
  - Scheme 4 – A141/B1099 Wisbech Rd (Peas Hill) roundabout upgrade = 62%
  - Scheme 5 – Broad St/Station Rd large mini roundabout and introduction of high quality public space = 57%
  - Scheme 6 – Creek Rd/Station Rd mini roundabout = 62%
  - Scheme 7 – B1101 High St/B1099 St Peters Rd signals upgrade = 54%
- 2.7 Although 57% of respondents supported the proposals for Broad St (Scheme 5), 38% of respondents either 'opposed' or 'strongly opposed' the proposals, with only 5 respondents (4%) expressing no strong opinion.
- 2.8 Considering Scheme 5 - Broad Street in more detail, just under half of respondents think Broad Street is currently 'very poor' or 'poor' for pedestrians in comparison with just over a quarter who consider it to be 'effective' or 'very effective', the remainder are neutral. With regards to how Broad Street currently works for traffic, the majority of respondents consider it to be 'very poor' or 'poor' and only a small percentage consider it to be 'effective' or 'very effective'. The figure below shows this breakdown.
- 2.9 Views on how Broad Street currently works for pedestrians and for traffic



2.10 In order to compare the MATS online consultation with more traditional face to face events, the Wisbech Access Strategy held four face to face consultation events in October and November 2017, with around 250 people attending in total. This resulted in 325 completed survey questionnaires. This example demonstrates the need to supplement the online consultation with the planned face to face public exhibitions when public health restrictions permit.

#### Quick Win Schemes

- 2.11 Identification and assessment of a number of Quick Win (QW) schemes formed part of the study and these are shown in Appendix A.
- 2.12 Total budget allocated by CPCA for this stage of the study was £1.1m but expenditure up to end of June 2020 was £785k due to efficiencies made by consultants and the Project Team. CPCA have now agreed to fund construction of as many of the QW schemes as possible with the remaining budget. The Member Steering Group has helped to identify and begin guiding priority on these Quick Wins. Ultimately, it will be for the CPCA as funders to decide which schemes are delivered. Appendix A lists these schemes and their anticipated assessment completion date.
- 2.13 Target costs for construction for these QW schemes are currently being produced and the aim is for the schemes to be constructed during the financial year 2020-21. Furthermore, the Pedestrian and Cycling Strategy identified a number of other schemes that could be delivered reasonably quickly and CPCA have been approached regarding funding the delivery of these. These schemes require further prioritisation and development, but again they have been presented to and steered by the MATS Member Steering Group. These schemes are listed, alongside initial high level target cost estimates, in the Pedestrian and Cycling Strategy, attached in Appendix B, and largely comprise of:

- Walking and cycling audits, providing improvement proposals for pedestrian and cycling provision on six key route corridors in March:

- Broad Street, Grays Lane, Nene Parade
- High Street, The Causeway, The Avenue (B1101)
- Station Road (B1101)
- Elwyn Road, St Peter’s Road/Upwell Road (B1099), Eastwood Av, March Sconce
- Burrowmoor Road and Gaul Road
- Wisbech Road / Dartford Road (B1099)

- Safe routes to school audits, identifying recommendations for all five March schools:
  - Neale-Wade Academy
  - Burrowmoor Road Primary
  - All Saints Inter Church Primary
  - Westwood Primary and Maple Grove Community Pre-School
  - Cavalry Primary
- Pedestrian and cycling signage audit and improvement proposal, connecting key routes and destinations in March, with a schedule of signage location recommendations and signage design options, including distance and journey time illustrations.

#### Strategic Outline Business Case

- 2.14 In order to maintain the good progress of the March Study, and in partnership with the CPCA, the MATS Project Board agreed that the study consultants could begin to explore the requirements to proceed to the next stage of work for the study, the Strategic Outline Business Case (SOBC). It was assessed that the majority of this work to get to SOBC had largely already been completed through the OAR (stage 1) work. There were also significant budget efficiencies from the first stage of work and thus it was agreed with the CPCA that the relatively small amount of further work required to get the MATS to SOBC could be carried out as part of the original scope of works, to provide a clear end of stage report in the format required by CPCA. Consequently, in June 2020, the study consultants began to produce an SOBC, which is due to be completed by August 2020. Submission of the SOBC represents the end of this stage of the study and permits progress to the Outline Business Case stage and preliminary design of the schemes, providing the SOBC is approved by CPCA Board.

#### Outline Business Case

- 2.15 CPCA remain keen to progress with MATS and reported progress at the July 2020 Transport & Infrastructure committee meeting, recommending progressing to the Outline Business Case (OBC) and preliminary design stage and further recommended release of an additional £1m to do so. Releasing this further funding was approved at the August 2020 CPCA Board meeting.
- 2.16 CCC will continue to manage the MATS project on behalf of CPCA and propose to continue with Skanska as the consultant appointed via the CCC Highways Services contract. This is subject to a Funding Agreement being established between CPCA and CCC.
- 2.17 Estimated timescales for producing the OBC and preliminary designs for the MATS schemes are outlined in Table 1 below.

Table 1: MATS Outline Business Case	
Activity	Duration
Receive funding agreement and mobilise contractor	Oct 20 - Nov 20
Develop and write OBC	Dec 20 – Aug 21
Preliminary Design of MATS schemes	



Scheme 1 - Northern Industrial Link Road	Jan 21 – Jul 21
Scheme 2 - A141/Twenty Foot Rd signals	Jan 21 – Jun 21
Schemes 3 & 4 - Peas Hill & Hostmoor Ave roundabouts	Jan 21 – May 21
Schemes 5 & 6 - Broad St/Station Rd large mini roundabout & Station Rd/Creek Rd mini roundabout	Jan 21 – Sep 21
Scheme 7 - B1101 High St/St Peters Rd signals	Jan 21 – Jun 21

2.18 Estimated costs for producing the OBC and preliminary designs for the MATS schemes are:

- Consultant costs = £604k
- CCC costs = £225k
- Contingency costs = £171k
- Total = £1,000,000

2.19 These costs will be covered by the £1m funding that was approved at the August 2020 CPCA Board meeting.

### **3 Effect on corporate objectives**

#### **3.1 Communities**

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

- MATS will improve access in the study area which will assist with providing better links to employment, health and education.
- MATS has considered the use of sustainable forms of transport which have health benefits. Funding for the delivery of pedestrian and cycling improvement schemes identified by MATS is being sought from CPCA.
- MATS Quick Win schemes have identified key locations on St Peters Rd and Station Road for the installation of zebra crossings enabling safer crossing of busy main roads for school and nursery age children.

#### **3.2 Environment**

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

- The transport schemes outlined in the Options Assessment Report are aimed at reducing vehicle delays and congestion thereby reducing emissions from idling engines
- The walking and cycling strategy developed as one of the Quick Win schemes aims to promote walking and cycling across the town which will encourage reduction in vehicle use. Funding for these schemes is being sought from CPCA.
- The aspiration to improve public realm on Broad Street could further encourage non-car use with associated benefits in air quality.

#### **3.3 Economy**

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

- The primary focus of MATS is to enable growth in the study area. This is both housing and employment growth which would be to the benefit of all local residents.
- Additional aims are to reduce congestion and improve safety across the area which will result in economic benefits.

## **4 Community impact**

### **4.1 Resource Implications**

The MATS project was delegated to the CCC Transport Strategy and Funding team with support from FDC by the CPCA and this arrangement is set to continue. Skanska were appointed as the consultant support for Stage 1 (SOBC stage) of the study via the CCC Highways Services Contract. The total budget for Stage 1 of the study, as allocated by the CPCA, was £1.1m. Stage 1 is currently running under budget, with actual spend to date (since the outset of the study) at around £785k. CPCA agreed the balance of the Stage 1 budget could be used to construct the Quick Win schemes identified by MATS.

Stage 2 of the study (OBC and preliminary design stage) will start in November 2020 subject to funding being agreed by CPCA Board. Estimated costs for Stage 2 are £1m, comprising £604k consultant costs and £225k CCC costs and a contingency of £171k..

### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

In procuring Stage 1 of MATS, CCC appointed Skanska as the study consultant through the Highways Services contract. This was in line with procurement practices and CCC propose to appoint Skanska to conduct Stage 2 of MATS, also in line with procurement practices.

### **4.3 Statutory, Legal and Risk Implications**

MATS will be managed robustly using risk registers and other mechanisms within the Highways Services Contract.

### **4.4 Equality and Diversity Implications**

An equality impact assessment for MATS is currently being worked up.

### **4.5 Engagement and Communications Implications**

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

- MATS was scheduled to go to Public Consultation in March 2020 but this was postponed due to Covid-19 restrictions.
- An interim online only consultation was conducted between 15 May and 28 June 2020 led by the CPCA Communications team and supported by CCC Communications officers.
- Face to face public exhibitions will be held as soon as public health restrictions are sufficiently lifted.

#### 4.6 Localism and Local Member Involvement

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

- Local Members have been involved in MATS via regular Local Member Steering Group meetings. March Town Council Members also sit on the MSG.

#### 4.7 Public Health Implications

There are no significant implications within this category.

## Appendix A - Quick Win Schemes

Quick Win Scheme	Description	Assessment Completion Date
QW1 – A141/Twenty Foot Rd	Upgrade junction to traffic signals. Preliminary assessment indicated junction would have to be moved northwards, hence it was removed from QW schemes and added to the main study.	n/a
QW1A – Station Rd	Improve safety for pedestrians. Provide a zebra crossing	Jul 20
QW2 – Upwell Rd/Cavalry Drive	Introduce gateway feature at edge of town, introduce 40mph speed limit buffer and revise deflections on Cavalry Dr roundabout	Jul 20
QW11-13 March-wide Walking/Cycling Strategy	March-wide walking and cycling facility audit and produce improvement delivery plan	Mar 20
QW15 – St Peter’s Rd	Improve safety for school children. Provide a zebra crossing	Apr 20
QW16 – March-wide HGV Signage	Improve signage for HGV drivers to reduce poor route choice	May 20
QW19 – A141 / Burrowmoor Rd and A141/Knights End Rd junctions	Introduce street lighting at two junctions	n/a
QW20 – Traffic signals on B1101	Re-validate signal timings on B1101 between St Peters Rd and Station Rd	Completed May 19
QW21 – Norwood Ave	Complete footway on southern side of Norwood Ave	Nov 20
QW22 – Norwood Rd	Introduce traffic calming on three sections of Norwood Rd	Jan 21
QW23 – Hundred Rd	Complete footway on eastern side of Hundred Rd including build out feature	Aug 20

## Appendix B – Pedestrian, Signage and Cycling Strategy Schemes

### Route 1 – Broad Street, Grays Lane, Nene Parade

Recommendation
<b>Footways</b>
Replace uneven paving slabs and refurbish guard railing on the corner of Broad Street and Dartford Road.
Refurbish guard railing on the corner of Broad Street and Dartford Road.
Install footway along Robingoodfellow’s Lane.
Improve footway condition and width on corners of Dartford Road and Grays Lane, and the corner of Dartford Road and Darthill Road.
<b>Crossing Facilities</b>
Improve pedestrian crossing facilities across Broad Street from Fenland Walk, with installation of raised table with keep clear road markings. <sup>1</sup>
Improve safety awareness for pedestrians crossing Robingoodfellow’s Lane at interchange with Station Road and Broad Street. Insert ‘Look Right’ and ‘Look Left’ reminder carriageway markings for pedestrians crossing Robingoodfellow’s Lane at this junction.
<b>Cycling Facilities</b>
Review cycle parking provision in Broad Street to provide more convenient and secure Sheffield stand provision on both sides of the street.
Install lighting and CCTV security coverage for existing cycle parking stands.
<b>Wayfinding</b>
Improve pedestrian and cycling signage, with journey time and distance to key destinations from Broad Street.
Further details provided in Signage Audit Recommendations in Chapter 4.
Remove inaccurate NCN 63 sticker signage from street furniture in Broad Street.
Recommendation
<b>Bus Stops</b>
Improve appearance of the northbound bus stop on Broad Street. Replace shelter with lighting, route map, timetables, new bus stop flag/ post. Reuse existing Real Time Passenger Information provision.
Removal of existing bus shelter
Improve enforcement of illegal parking at both bus stops on Broad Street.
<b>Parking</b>
Re-line all road markings in Broad Street, Grays Lane and Nene Parade, including bus stop laybys, yellow lines and parking bays.

<sup>1</sup> If the FHSF proposals for reconfiguring the public realm layout on Broad Street are progressed, this proposal will be superseded by those designs.

Review and formalise provision of parking in Broad Street and Nene Parade and consider removal of central island parking spaces as part of a reconfigured road layout for Broad Street, incorporating wider pedestrianised areas. Will be included as part of FHSF bid proposals

## Route 2 – High Street, The Causeway and The Avenue (B1101)

### Recommendation

#### Footways

Install a footway on section of High Street across entrance to Chapel Street shared footpath, to join up with the existing pavement on the section of High Street from the entrance to Cromwell Hotel to the premises occupied by Leonardo's Pizza. Install dropped kerb access for cyclists and mobility scooters on the section across the entrance to the Chapel Street foot and cycle path.

#### Crossing Facilities

Improve pedestrian crossing facilities between High Street and Market Place.

Scope to install pedestrian crossing central refuge and dropped kerbs on High Street, by Haart Estate Agent. There is carriageway space marked by hatching, to the south of the marked turning lane into Acre Road, as shown in Figure 2.8, below. Costed for non-signalised pedestrian crossing with tactile paving, dropped kerbs and a central refuge.

Provide pedestrian island refuges on High Street south of Market Place (in section of High Street in between signalised pedestrian crossing and zebra crossing).

Provide pedestrian island refuges on High Street south of Burrowmoor Road junction.

Improve safety of pedestrian crossing facilities across Market Place junction with High Street with installation of an uncontrolled raised entry table pedestrian crossing at junction.

Improve safety of pedestrian crossing facilities across Elwyn Road junction with High Street with installation of an uncontrolled raised table pedestrian crossing at junction.

#### Cycling Facilities

Review cycle parking provision in Market Place and High Street to ensure provision where needed.

Re-line and sign existing cycling infrastructure provision, especially on shared footway sections. Assume 4km of carriageway/footway to reline/sign.

#### Wayfinding

Update outdated existing destination signage with new wayfinding signage network, providing distance and journey times to key destinations, for direct and quiet leisure routes.

## Parking

Parking enforcement to reduce obstructions from vehicles parked on shared use pave

## Route 3 – Station Road (B1101)

### Recommendation

#### Footways

Widen footway through level crossing on Station Road. This proposal

Resurface pavements, provision of tactile paving and dropped kerbs at the junctions of Station Road with Norwood Avenue, St John's Road, Milner Close, North Street, Alpha Street, County Road, Queens Street and Thornton Road.

#### Crossing Facilities

Improve pedestrian crossing facilities on Station Road by Creek Road. The central refuge should be redesigned to create a direct crossing facility to serve the high footfall of pedestrians accessing Sainsbury's car park at this location.<sup>2</sup> This proposal could be delivered as part of the FHSF bid.

Improve pedestrian crossing facilities at Station Approach entrance with provision of an island refuge.

Install additional pedestrian crossing point across Station Road with central island refuge tactile paving and dropped kerbs. A zebra crossing on Station Road in the vicinity of St John's Road has been identified and the design is being progressed and delivered by CCC.

#### Cycling Facilities

Install secure cycle storage facilities for 40 cycles at March train station for passengers.

Assess options for providing cycling infrastructure along Station Road, with shared use footway.

Provide a more direct cycle route linking Station Road with Neale Wade Academy and south east March, via St. John's Road, Wigstone's and the footbridge to the south of the River Nene.

#### Wayfinding

Install ped/cycle signage, with distance and journey time, for routes between March Railway Station, the town centre and other key destinations, including Neale-Wade Academy.

Sign post and cycle symbol road markings for quieter cycle route into town centre via Nene Parade

#### Bus Stops

<sup>2</sup> The Station Road / Creek Road junction is being considered for conversion to a mini roundabout as part of the MATS Town Centre Package of Options, contained with the [MATS Options Assessment Report](#). Improved pedestrian access across Station Road and Creek Street will be considered as part of the design proposal. A junction design proposal is included in Appendix A.

## Recommendation

Review bus stop provision in Station Road as part of a March wide bus stop infrastructure review.

Improve appearance of existing northbound bus stop shelter and provision of passenger information at northbound stop close to the station, on Elm Road.

Investigate relocating northbound Station Road bus stop to an alternative and safer location, closer to the entrance of the railway station. (e.g. within Station Approach entrance). This would improve interchange accessibility and increase bus service visibility.

Provide a bus stop for southbound 56 bus services close to the station.

## Route 4 – St Peter’s Road, Upwell Road (B1099), Elwyn Road & Eastwood Avenue

### Recommendation

#### Footways

Install footway on south side of Deerfield Road at the junction with Elwyn Road.

Improve the condition of the footpath on Eastwood Avenue.

#### Crossing Facilities

Improve pedestrian crossing facilities on Elwyn Road, from junctions with Deerfield Road and Badgeney Road.

Support CCC’s proposals for improving pedestrian crossing facilities and traffic calming at junction of St. Peter’s Road, Elwyn Road, and Eastwood Avenue. CCC have undertaken a public consultation regarding junction improvements and the installation of a zebra crossing at the St. Peter’s Road, Eastwood Avenue, Elwyn Road junction. The design proposals for the zebra crossing are provided in Appendix C.

Investigate need for additional uncontrolled pedestrian crossing facilities along St. Peter’s Road.

Examine the need for a controlled crossing facility across Cavalry Drive, by the back entrance to Neale-Wade Academy.

Support CCC’s proposals to introduce traffic calming on approaches to mini roundabout at Upwell Road, Cavalry Drive junction, for the safety of pedestrians crossing at the junction.<sup>3</sup>

#### Wayfinding

Install wayfinding signage network, providing distance and journey times to Neale-Wade Academy, the town centre, and March Railway Station.

## Route 5 – Burrowmoor Road, Gaul Road

<sup>3</sup> Traffic calming measures to reduce speeds through the Upwell Road, Cavalry Drive mini roundabout are being designed by CCC for delivery in Autumn 2020.



<b>Improvement</b>
<b>Footways</b>
Create a green shared use route from Gaul Park through to West End Park via Gaul Road and Oxbow Crescent.
Remove cycling access restriction on alleyways into Gaul Park.
<b>Crossing Facilities</b>
Improve pedestrian crossing facilities on Gaul Road, to serve as access to Gaul Park, Oxbow Crescent and The Chase Path and create a green link through to West End Park and the town centre.
Tactile paving and dropped kerbs need installing at the following locations: Burrowmoor Road / Ellingham Avenue, Gaul Road / Ellingham Avenue, Ellingham Avenue / Sycamore Close, Gaul Road – Gaul Park and The Chase access.
<b>Wayfinding</b>
Create an off-road/green link from west March through to the parks and town centre. Signage should be installed to promote pedestrian and cycle routes and supported through a Travel Awareness Campaign.
<b>Bus Stops</b>
Undertake bus stop review for this area in partnership with the local bus operator and CCC. The 33 bus route would benefit from the provision of dedicated bus stops and service timetable information.
<b>Lighting / Personal Security</b>
Review lighting provision on off-street paths, especially on the Chase Path and through Gaul Park.

Route 6 – Dartford Road, Wisbech Road (B1099)

<b>Improvement</b>
<b>Footways</b>
Install footway on eastern side of Gordon Avenue.
<b>Crossing Facilities</b>
Improve pedestrian crossing facilities at the junction of Wisbech Road and Norwood Road.
Install pedestrian crossing facilities along Dartford Road, including to Lidl supermarket.
Install island refuge crossing facilities to aid pedestrian and mobility scooter accessibility across the B1099 corridor.
Install pedestrian crossing facilities at the A141 / Peas Hill roundabout. Costed for Wisbech Road arm of junction.

Improve junction crossing facilities, with provision of dropped kerbs and tactile paving, across the following side roads: Prince's Walk, Gordon Avenue, Westwood Avenue and Rookwood Road.

#### Cycling Facilities

Incorporate cycling infrastructure along the B1099, including cycle lanes either on-carriageway, or through a shared footway, providing cyclists with a safe and direct route to Tesco and the Industrial Park.

#### Wayfinding

Improve the provision of pedestrian and cycle route signage for both the NCN 63 routing and local cycle routes, as part of a town-wide wayfinding scheme.

Further details provided in Signage Audit Recommendations in Chapter 4

#### Bus Stops

Review and upgrade bus stop provision and accessibility along the Dartford Road and Wisbech Road corridor.

### Safe Routes to School

#### Key Recommendation

Recommendations applying to all five schools in March are:

Introduce 20mph speed limits around all five schools (during term time drop off / pick up) with interactive warning signage (as in place around Westwood Primary). Cost estimate requires further site analysis to confirm size of 20 mph zone and roads to include.

Relining of no parking restrictions road markings outside each school.

#### Neale Wade Academy Specific Recommendations

Examine the need for a controlled pedestrian crossing facility across Cavalry Drive, by the back entrance to Neale-Wade Academy.

Support CCC proposal for installation of zebra crossing on St. Peter's Road (B1099) at junction with Eastwood Avenue / Elwyn Road. Already costed in Chapter 2 proposals.

#### Burrowmoor Primary Specific Recommendation

Produce school travel plan. (School Travel Champion +CCC School Travel Advisor)

Investigate options for installing a pedestrian crossing facility on Burrowmoor Road within proximity to the school.

#### Cavalry Primary Specific Recommendations

Produce school travel plan.(School Travel Plan Champions + CCC

Install dropped kerbs and tactile paving across all side road junctions with

Cavalry Drive, close to the school.

## Westwood Primary Specific Recommendations

Enforce existing parking restrictions on Maple Road and Henson Road as parents parking illegally at pick up. Existing parking/highways enforcement requirement delivered by LA or Police highway/parking enforcement budget

Repair 20 mph speed limit warning signage on Maple Road and Henson Road. Three signs.

Refresh school travel plan (School Travel Champion +CCC School Travel Advisor)

## All Saints Inter Church Academy

Examine the need for a controlled crossing facilities on County Road, close to junction with All Saints Close

Repair the Belisha beacons on zebra crossing in All Saints Close

Turn around incorrectly facing 'Give Way' sign at exit of All Saints Close.

## Pedestrian and Cycling Signage Audit

### Signage Audit Recommendation

Provide destination signage showing average walking / cycling journey time (in minutes) and distance (in km) for all destination signage.

Provide consistent and linked signage for shared use pedestrian and cycling routes to key destinations, including routes between the railway station, the town centre, Neale Wade Academy.

Remove and replace out of date and damaged destination signage.

Maintain existing signage – keep clean and in repositioned correctly position.

Provision of NCN 63 signage.

Remove inaccurate NCN 63 signage (£60 per sign) and sticker signage (£15 per sticker).

Replace tired and outdated local information map display board in Broad Street and provide new one at March Railway Station.

## Appendix C

### MSG Members:

Cllr Janet French – Chair - CCC

Cllr John Gowing - CCC

Cllr Steve Count – FDC

Cllr Mike Cornwell - FDC

Cllr Mark Purser – MTC

Cllr Ray Jack – MTC

Agenda Item No:	7	
Committee:	Cabinet	
Date:	8 September 2020	
Report Title:	<b>Combined Authority Local Economic Recovery Strategy</b>	

## Cover sheet:

### 1 Purpose / Summary

To seek Members endorsement of the Combined Authority Local Economic Recovery Strategy (LERS)

### 2 Key issues

- The Covid19 pandemic has negatively impacted the Cambridgeshire economy including the Fenland economy
- The LERS seeks to enable and support not just local economic recovery, but also its renewal
- The LERS co-ordinates existing interventions, demonstrates how they feed into recovery and renewal and where possible accelerates their delivery

### 3 Recommendations

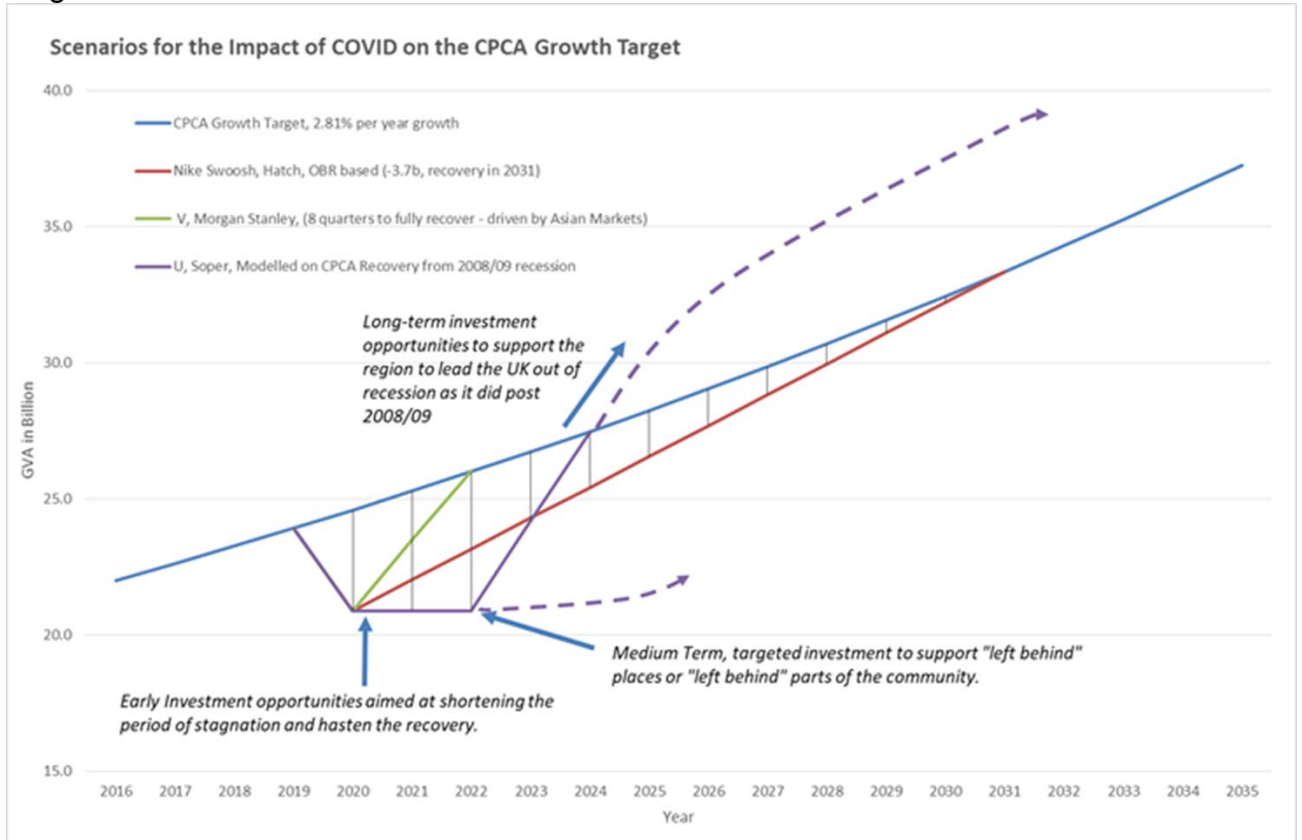
- Members are requested to consider this report and to consider whether or not the Combined Authority Local Economic Recovery Strategy should be endorsed in its current form.

<b>Wards Affected</b>	All
<b>Forward Plan Reference</b>	
<b>Portfolio Holder(s)</b>	Cllr Ian Benney
<b>Report Originator(s)</b>	Simon Jackson, Economic Growth Manager
<b>Contact Officer(s)</b>	Simon Jackson, Economic Growth Manager Justin Wingfield, Head of Economic Growth & Assets Paul Medd, Chief Executive
<b>Background Paper(s)</b>	Draft Combined Authority Local Economic Recovery Strategy & Appendices One & Two (Note: the final version will be made available prior to the Cabinet meeting)

## **1 Background / introduction**

- 1.1 The unprecedented response by National and Local Government from March 2020 to the impact of the Covid19 pandemic has provided vital lifelines to businesses. Without further interventions it is considered that the economic recovery will be longer, less inclusive and that gaps between the three Cambridgeshire sub-economies will widen.
- 1.1 The Combined Authority's Economic Recovery Sub-Group (ERSG) has created a Local Economic Recovery Strategy (LERS) that sets out a clear and shared vision for a more inclusive and greener recovery that leads to much greater future resilience, more evenly felt, across our economy. The Council's Economic Growth Manager represents FDC on the sub-group.
- 1.2 The LERS seeks to guide both national and local decision making, in regard to how recovery can be budgeted and macro-planned centrally, whilst being devolved in delivery to be tailored and implemented locally to produce the "great changes possible in our towns, cities and regions" that are now more important than ever; not just to recover, but to renew our economy and society.
- 1.3 The LERS is broadly based upon the Local Industrial Strategy 2019 and the three Cambridgeshire sub economies as defined in the Cambridge and Peterborough Economic Review 2018. The interventions are focused in four areas of people, business environment, infrastructure and ideas.
- 1.2 The interventions seek to impact on local labour market issues (Recover), support businesses to accelerate regrowth (Rebound) and invest in critical infrastructure (Renew). The LERS seeks to co-ordinate existing interventions, demonstrates how they feed into recovery and renewal and where possible accelerates their delivery.
- 1.3 Important aspects of the LERS are that it does not overpromise in terms of the impact it can have, that it is targeted and clearly sets out the opportunity that Fenland presents as a relatively safe, rural and community based place that is increasingly required to both live and work. The delivery of housing numbers will also be key in terms of employment opportunities and economic recovery.
- 1.4 One of the key rationales for the LERS is to provide National Government with an understanding as to how the Combined Authority and its constituent local authorities are continuing to respond to the impacts of Covid-19. The LERS also provides FDC with the opportunity to ensure that tailored interventions are delivered where they are needed most. By sharing local intelligence, the LERS avoids making decisions based upon a generalised set of circumstances that may not apply in Fenland.
- 1.5 In addition to the LERS the ERSG will produce an Investment Prospectus setting out proposals for funding large scale interventions and will be predominantly targeted at National Government as a funding source.
- 1.6 The ERSG commissioned Hatch Regeneris to provide a report regarding "Covid-19 Understanding Economic Impacts and Informing the Response". The report provides one insight into the impact of Covid-19 and is one interpretation. The report estimates that the future aggregate Gross Value Added (GVA) loss to the Cambridgeshire and Peterborough economy will be £21.7b and not returning to previous levels of output until 2031 at the earliest.
- 1.7 The Hatch Regeneris report estimates that for the Fenland economy the loss of GVA in 2020 will be £273m with a future aggregate loss £1.7bn with GVA recovery to pre-pandemic levels in 2031. Sectors affected most are forecast to be education in 2020 38% loss of GVA or £51m with a return to previous levels by 2049. This is predominantly caused by the impact on vocational training. Manufacturing is forecast in 2020 36% loss of GVA or £144m with a return to previous levels by 2036. By contrast, agriculture is forecast to be largely unaffected.

- 1.8 The Hatch Regeneris report is a forecast set in unprecedented and highly changeable circumstances. The report is based upon a scenario where the economic recovery takes a longer period to recover, sometimes referred to as the "Nike Swoosh" or uptick scenario with a short and sharp initial fall with a longer and slower recovery period. There could be an argument that the report takes an overly pessimistic view of recovery. Other scenarios take a different shorter term view on the period of recovery sometimes referred to as a "V" shaped recovery and a "U" shaped recovery.
- 1.9 The main scenarios for the impact of Covid-19 and recovery pathways can be seen in the diagram below:



1.10 The timetable for creating and endorsing the LERS is short and determined by the urgency of responding to the Covid-19 pandemic. The LERS process is as follows:

ERSG create draft LERS	July/August 2020
FDC Officers discussion & workshop	12 August 2020
Cllrs Boden & Benney briefing	20 August 2020
CMT discussion	21 August 2020
ERSG approves final LERS	1 September 2020
FDC Cabinet consideration & endorsement	6 September 2020
CPCA Business Board endorsement	15 September 2020
CPCA Board endorsement	30 September 2020
LERS revisited and updated	December 2020 & April 2021

## **2 Considerations**

- 2.1 The scale of the impact of the Covid-19 pandemic on the Fenland economy is both an ongoing and highly unpredictable issue. Key upcoming milestones to aid forecasting will be the numbers of students enrolled for vocational courses in 2020-21 and the number of redundancies and business closures following the end of the National Government's furlough scheme. If there were to be a second Covid-19 spike this would further negatively impact the district and the economy.
- 2.2 The Council has an important leadership role in undertaking and supporting interventions and at speed to help enable the recovery and renewal of the Fenland economy.
- 2.3 Continuing officer time will be required representing the Council on the ERSG until the group has completed its remit the timescale for which will largely be determined by the need to respond to Covid-19.
- 2.4 There are no financial resources being requested from the Council to help support the LERS. However, dependant upon what the Council proposes within the Investment Prospectus financial resources from the Council may be requested. Any such request would form part of the Council's annual budgeting process.

## **3 Effect on corporate objectives**

- 3.1 The economic impact of the Covid-19 pandemic has and will continue to affect the Council's corporate objectives in terms of financial impact on the budget and the health and wellbeing of the people of Fenland. The aim of the Council's Business Plan is: "To improve the quality of life for people living in Fenland" and the LERS seeks to support the recovery and renewal of the quality of life of those affected by the Covid-19 pandemic.
- 3.2 The LERS positively impacts all of the Council's cross cutting priorities of communities, environment and economy. These impacts include supporting the health and wellbeing of residents through job creation, the safety of residents through the safe re-opening of the districts high streets and supporting existing businesses with grant funding and business advice.

## **4 Community impact**

- 4.1 The community impact of the Covid-19 pandemic is widespread from businesses generally, town centres, age groups and so on. The negative impact on the economy creates issues for both communities and individuals. The impact of potentially a significant increase in unemployment and fewer vacancies would create financial and other issues for a large number of people. If such issues were not addressed, the economic impact would also significantly hamper the Council's growth aspirations and a healthy, robust economy is essential to create the right environment for business growth, inward investment, productivity and cultural vibrancy.

## **5 Conclusions**

- 5.1 The LERS represents the co-ordinated interventions of the Combined Authority and Cambridgeshire local authorities to help enable and directly support the recovery and renewal of the Cambridgeshire and hence Fenland economy.
- 5.2 The LERS has been created quickly to ensure that everything that can be done is being done as soon as possible. The LERS interventions will be continually reviewed in the light of unpredictable changing circumstances.
- 5.3 Fenland has an opportunity to present itself as a relatively safe, rural and community based place to both live and work. The Covid-19 pandemic has created a growing demand for exactly these qualities and Fenland is well placed to satisfy this demand.



## **6 Recommendations**

- 6.1 Members are requested to consider this report and to consider whether or not the Combined Authority Local Economic Recovery Strategy should be endorsed in its current form.

**CAMBRIDGESHIRE & PETERBOROUGH**  
**LOCAL ECONOMIC RECOVERY STRATEGY: APPENDIX 1 –**  
**INTERVENTIONS EXPLAINED**

**Pillar 1: Accelerating Start-Ups, Scale-Ups and Set-Ups**

The key message for all businesses is to find ways to capture what they have learned from the unforeseen and forced Covid-19 experience. Over a very short timeframe, businesses had to rapidly adopt new technologies to facilitate, amongst other things, mass home working. They have reviewed supply-chains and many will have moved into new markets. Returning to “business as usual” may not be the best strategy. Asking the right questions will be key as will acting on the answers. Not only will this help companies recover from the economic shock to their systems, it will also build and embed resilience against future shocks whatever their source.

**1. A New Rebound & Grow Coaching Service**

Ready for launch in October this service will be harnessed to strengthen the “business bounce” in our economy by targeting and engaging our highest potential growth firms into **Rebound & Grow Coaching**. To adapt the service for the rebound phase of recovery, the coaching offerings are being redesigned around the “ROAR” approach to regrowth, comprising four elements: Recover–Orient–Adapt–Regrow:

- **Recover:** Rebooting and rebuilding the corporate systems and management processes that enable the core customer acquisition and service fulfilment of the company. Rebuilding new, and possibly lower, steady state revenue lines and adjusting the organisations costs base to them.
- **Orient:** taking time to fully understand the longer-term shifts in markets and customer behaviours –
  - **Reduced customer access** brought about by a more permanent shift in behaviours towards online and distance buying.
  - **Extended and fluctuating periods of social distancing** impacting productivity and causing supply chain consolidation & localisation
  - **New opportunities for faster growing product and service lines** and more efficient and cost-effective modes of delivery and working practices.
- **Adapt:** Harnessing the medium and longer-term shift in the business environment to create new product and service differentiation and organisational strengths.
- **Regrow:** Harnessing an accredited pool of experienced entrepreneurs and business coaches to help local business leaders to orient & adapt to the

permanent shifts in their business and identifying and capture regrowth opportunities, including supporting micro and SME's with toolkits and advice that can help them thrive in an increasingly digital and e-commerce landscape. A potential further £20m of growth grants and investment to businesses.

## **2. Innovate to Grow Service for Small Firms with Big Ideas**

The CPCA will introduce a new £500,000 Innovation Grant Scheme to help our highest potential businesses enlist external expertise that in turn secures UK & European R&D Grant Funding of £1m upwards for the development of new and innovative products and services.

Accommodated within the Business Growth Service, this Grant scheme will fund up to 50% of external R&D Grant Application writing experts. Due to the rich creative spirit within our economy, we have the ambition to increase this fund five-fold over the next three years.

## **3. Capital Grants & Start-Up Advice for Employees Transitioning to Entrepreneurship**

Post Covid-19 labour market conditions, created by a significant increase in displaced workers coupled with a contraction in job opportunities will produce fierce competition for new, re-growth jobs. However, large-scale re-employment could also be supported by encouraging entrepreneurialism and self-employment with both young adults as well as mature, displaced workers.

Whilst there are many layers of existing support for potential **company start-ups** and the **self-employed sole traders**, the landscape needs to be simplified and localised to the specifics of our sub-economies and market towns to address and harness local opportunities. Both types of new entrepreneur can be supported through mentoring, grants, incentives and leveraging other programmes such as the National Skills Fund and AEB Funding to design specialised courses for aspiring entrepreneurs.

From a financing perspective, Young Adults over recent years have faced similar challenges to establish themselves on the Housing Market but have successfully done so through programmes such as Help to Buy/Shared Ownership/Parental Guarantees etc. With this in mind, similar models could be explored and developed locally, in partnership with HMG and HMRC to grant finance start-ups, alongside local interventions such as business rate discounts and local capital equipment grants.

More mature displaced workers, who are some years short of retirement and keen to explore entrepreneurship, might also be encouraged to embark on a start-up venture through finance unlocked from their home-equity, through tax breaks or early access to pension pots. Each of these cohorts of potential entrepreneurs, offer an exciting

mix of talent, attributes, and experience, and should be proactively harnessed for the benefit of local economies.

The CPCA will refocus its Growth Hub to encourage potential entrepreneurs to start new businesses and provide 50% grants to fund the capital costs of start-up and professional advice to help them scale-up, from successful entrepreneurs and business consultants.

#### **4. Entrepreneurship and Business Growth**

An expected area for further employment post Covid-19 and key to the economic recovery is start-up and entrepreneurial businesses.

Working with the already established British Library's Business and Intellectual Property Centre in Peterborough and Cambridge Library., support can be given to entrepreneurs and small businesses to successfully launch, develop and grow their business.

This support is designed to be easy to access and offers valuable market research & data using an extensive range of free software, online business resources, business support and e-learning. Though this partnership there are also further free British Library business information, tips, resources and training.

#### **5. A New Inward Investment Service to Attract More Firms**

A new service to strengthen the economic "bounce" in our economy by targeting and engaging not just international foreign investors, but also national firms. These businesses are currently adapting to greater remote working, and downsizing their premises requirements (in both terms of space and costs). This possibly permanent shift to more remote working, will create a large population of firms in transit, between premises and potentially towns and cities.

These will include high potential firms, that we should engage and build tailored packages of support for, based on the many elements of this recovery strategy. This will be a free of charge service to SMEs and offered commercially to large international investors to: "Attract, Develop, Deliver and Support firms to relocate into our economy. This £4m investment from the CPCA, will replace a much smaller, pre-Covid-19 service that operates only in Peterborough, and will operate a tiered model to attract regional relocations into The Fens, national relocations into Greater Peterborough and global relocations into Greater Cambridge. The Covid-19 adapted service is expected to generate over 1,200 new jobs during the rebound phase of recovery.

This Inward Investment service will work together with the Department for International Trade, to develop and promote a strong brand for our two core cities that represent our unique proposition. It will set out how our individual industry clusters work together to create a whole that is significantly greater than the sum of its parts. This brand will also promote the area's quality of life offer, the diversity of

towns and cities, and the opportunities for communities and businesses to locate here.

## **6. Support for the Visitor Economy to Recover & Adapt**

Growth Advisors will link firms with potential for strong rebound, within the visitor economy of Cambridge, into the new £145,000 Grant Scheme for revenue grants of between £1000 - £3000 for equipment and support to help evolve, adapt and implement new processes and technologies to capture the evolving remote “virtual visitor” experience and marketplace.

## **7. Recovery and Development of the Creative Economy**

Develop Greater Cambridge Vision as a leader in creative industries. As part of that work, the City Council would be keen to lead a plan for £50m major capital redevelopment of current facilities, to deliver an enhanced mixed economy of creative businesses, flexible event, studio, incubation and exhibition space for current and new creative tech and start-up companies within the city and surrounding communities. This would be supported by talent development and management and monitoring support networks.

## **8. Support for Displaced Workers to Transition into Entrepreneurship**

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Whilst there are many layers of existing support for potential **company start-ups** and the **self-employed sole traders**, the landscape needs to be simplified and localised to the specifics of our sub-economies and market towns to address and harness local opportunities. Both types of new entrepreneur can be supported through mentoring, grants, incentives and leveraging other programmes such as the National Skills Fund and AEB Funding to design specialised courses for aspiring entrepreneurs.

## **9. Support for City & Town Centre Firms to Rebound**

**City Centres** - a new city centre improvement fund, provided by the CPCA Business Board, through its Local Growth Fund will be split between Cambridge and Peterborough city councils is designed to support the regeneration of the City Centres moving to outside entertainment and socialising. The applications will follow the LGF process and will be required to meet the outputs and outcomes identified in LGF increasing jobs, safeguarding jobs and improving the estate grades and access to the City Centres.

**Town Centres** - an adaption of the existing Market Towns Fund provided by the CPCA through its devolved Gainshare Funding as a ringfenced £2m fund will enable a co-ordinated approach to the changes required post Covid-19 to management of people meeting and socialising, maintaining the retail, leisure, hospitality and environmental sectors in town centres. A commitment was made by the CPCA to work in partnership with district and town councils to produce masterplans for key towns.

## **10. Adapting Commercial Space Provision to Remote Working**

The Covid-19 pandemic has potentially changed the way that many organisations will look at their need for, and use of workspace. Although many will return to the workplace once the situation is more clear, many will use the opportunity to review their requirements, and to plan their futures around more flexible and agile workforces, and the adoption of technology and digital platforms to improve efficiency and productivity, adapt to market demands, support staff, and increase their sustainability. This means that commercial space needs will change and there is a need to support adaptation of buildings to future needs, and to reduce the potential voids. A programme to include the planning and land-use, business and skills support will be developed.

## **Pillar 2: Accelerating Hi-Tech Jobs Growth**

### **New University for Peterborough?**

## **10. New Manufacturing & Agri-Tech Innovation Launch Pads**

These will be innovative co-investments between local firms and the CPCA's Local Growth Fund into buildings and equipment to deliver town and city-based innovation centres. Each will comprise all or some of the key features of; apprenticeship academies, technology research centres and spin-out or scale-up incubators. The CPCA's £20m of funding will enable 5 centres to be built across Cambridge, Peterborough and The Fens, all complete by spring 2021.

In the meantime, they will provide vital construction employment to support short-term recovery, along with new technology, products, skilled workers and incubated firms, contributing 1000 new jobs and 350 Apprenticeships to accelerate rebound.

The centres will include:

- A Metalcraft Advanced Manufacturing Launchpad to create incubator space within Chatteris and the redevelopment and expansion of the Apprenticeship training facility currently on site for advanced manufacturing businesses across Fenland. This centre will create 50 new jobs and 300 Apprenticeships
- A Photocentric Additive Manufacturing Launchpad in Peterborough to create a new head office including R&D space focusing on the development of new 3D printing technology. This centre will create 1000 jobs over next 4 years and 50 Apprenticeships.

- A NIAB Agritech Launchpad in Cambridge to create start-up business space for AgriTech firms, offering access to labs and scientific support. This centre will create 50 new jobs and new opportunities for collaboration amongst Agri-Tech businesses and Academics/Scientists.
- Endurance Transport Technologies, Hunts - creation of an innovation launchpad focused on future mobility, logistics and clean energy. The launchpad will provide support for start-up businesses, deliver high level skills and will focus on major innovations in the sector.
- Composites, Chatteris – establishment of a composite repair centre to compliment the main composite development, design and build business.

## **11. Three New Life Science and Transport Tech-Accelerators**

A total of £7m of CPCA investment will form part of an £18m bundle of public and private sector growth funding in the form of equity investments for our highest potential and fastest growing small firms.

This innovative public-private sector partnership will share risk with global and local investors in growing 80 new technology-based spin-outs and start-ups in Cambridge, and contributing 2150 new jobs to accelerate our economies rebound potential. This includes:

- A Start Codon Tech-Accelerator to invest equity and mentor high potential life science firms supported by the Start Codon team at the Milner Institute on Cambridge Biomedical Campus. This will create 1700 jobs over investment period of 5 years through investing and mentoring 45 companies.
- An Illumina Genomics Tech-Accelerator to support and mentor high potential start up med tech firms at Granta Park, providing financial investment in equity shares of £100k per company for accelerated development of research and technology in genomics applications. This will create 400 jobs from 30 companies mentored.
- An Ascendal Transport Tech-Accelerator to create a Special Purpose Vehicle for the testing and proof of concept development of future transport technology options just off the A14, north of Cambridge. This will initially support 9 start-up or early stage companies with technologies that require real-world testing and commercialisation through this programme. This will create 200 jobs.

## **12. A Manufacturing Innovation Eco-System in the North of the Economy**

A £18m investment to establish the first independent R&D centre for Peterborough, to create the core for an Innovation Eco-System. This will generate significantly greater growth in high-value, knowledge intensive jobs in the north of the economy.

As for a number of cities in the UK, the establishment of a university and associated innovation eco-system could produce the knowledge engine to drive the increased worker skills to raise business productivity, innovation, and knowledge intensity, capable of shifting the gradient of the economic recovery rate, in these left-behind towns.

However, replicating the “Cambridge Phenomenon” that has taken decades to organically evolve and develop requires a specifically designed and long-term programme of interventions that balance supply of improved human capital with the demand for it. Filling the higher-level skills gap in Peterborough and The Fens, will have limited impact without effective measures to significantly grow the business and industrial demand for those skills. This will require, concurrent development of the innovation and business support eco-system to grow indigenous high-value firms and attract new ones to the city.

Place based, and integrated university and innovation eco-systems that act as a focus for sector-cluster development have been developed successfully around the world, and ours will be based on the Franhofer Model for Technical Universities. It has been chosen for its powerful partnership approach between the university itself, and a co-located independent Research Institute. This will provide the platform for a high value manufacturing innovation eco-system with a Technical University at its core. This in turn will drive place-based, sector cluster, growth founded in technological innovation, that will transform the knowledge intensity of products, services and jobs, which will in turn, arrest four decades of decline in prosperity and reset the city’s potential rate of recovery.

The research centre will be operated by a partner with a global manufacturing **sector network** of 700 research and technology customers, across 4500 sites in 80 countries, with combined revenues of £35bn and an annual R&D activity of £1.5bn pa. In addition, residing in the Research Centre, there will be **6 academic partners** operating 8 University Innovation Centres to create a Multi-University Research Super-Hub.

### **13. Advanced Digital Infrastructure Deployments to Support Accelerators and Incubators**

Emerging technologies and advanced data techniques which can fuel innovation and high value growth in areas such as transport, life sciences, healthcare and Agri-Tech are critically dependent on having leading edge digital connectivity infrastructure and services readily available for small businesses and research institutes as well as larger more established businesses. All new accelerators and incubator spaces require leading edge digital infrastructure services.

This includes gigabit capable full fibre infrastructure for all new buildings established as part of these workstreams (7,18,19) and the installation of 5G networks in all locations to support testing, trials and innovation. These include the provision of private 5G networks where required, integrated with commercial 5G deployments as needed.



#### **14. A Life Science Innovation Network to Produce a New Generation of Unicorns**

As part of the OxCam Arc Investment Prospectus, the CPCA and University of Cambridge will be working with partners across the Arc to secure £500m within the Comprehensive Spending Review to establish of an OxCam Arc-wide life science innovation network to produce a new generation of unicorns in Cambridge and Oxford.

In the longer-term, transformative growth and renewal of our economy, is likely to be delivered through innovation-based growth and a greater knowledge intensity of our firms' offerings and the jobs that help produce them. Whilst medium-term rebound is most enabled through small and medium-sized firms, able to be supported scale rapidly, the Cambridge science base and innovation eco-system, has demonstrated it is capable of producing billion-dollar start-ups, the so-called Unicorns. More unicorns have been created between Oxford and Cambridge than in the rest of the UK's cities put together.

By working across the OxCam Arc, to link the innovation eco-systems of Oxford and Cambridge, focussed onto the key technologies and sectors, within which the two cities are already globally pre-eminent, we could create the opportunity to become an innovation growth economy to rival San Francisco, Toronto, Boston or Seoul. To achieve this, all three LEPs and our Combined authority would need to partner with Government to invest together in such a global undertaking.

The scientific community's response to the challenge of developing a vaccine and anti-body therapy to Covid-19, has demonstrated, that unprecedented achievements can be made through collaboration and breaking down perceived barriers to the integration of resources. Harnessing the two cities' scientific leadership in life sciences, data analytics and artificial intelligence, through the integration and coordination of their laboratories and testbed facilities could deliver as much economic success as we have seen in the fight against the pandemic.

The Arc Universities Group (AUG) should be given the opportunity to develop and propose, to both local and national government, an ambitious vision for Arc scientific integration, from discovery, to testbeds and production scale-up and spin-outs. New investment as well as collaboration and sharing of resources, will be needed to overcome the current inefficiencies in converting science into marketable medical devices, therapies and vaccines. This will require new capital infrastructure as well as revenue funding to create the human links in the chains and networks that will need to be built.

This would be an ambitious undertaking requiring hundreds of millions of pounds and a long-term commitment over at least a decade. However, what could result is one or even several more unicorn, billion-dollar businesses able to generate not just economic growth, but long-term economic sustainability through a greener and more knowledge intensive economy.

## **Pillar 3: Accelerating Recovery in Construction**

### **15. Increasing Skills Capacity in the Construction Sector to Support a Boost in Infrastructure Investment**

The Combined Authority will increase the prioritisation of its Local Growth Fund's to focus more on capital investments to grow local FE capacity to raise skills quality and volumes in the construction sector. Resulting from the forecast upsurge in infrastructure investment locally and across the OxCam Arc, the forecast local labour demand is for 108,500 by 2022 with around 61% of these being employed in skilled trades. This is to support a £1.3bn housing market and a £764m roads investment, set to rise further with the planned upgrading of the A428, A47, A10, A505 and A428 OxCam Expressway.

Construction, therefore, is forecast to grow over the coming period, during which several other sectors will struggle to recover - notably retail, leisure and hospitality. As a result, significant labour flows are predicted between these sectors, creating the need for reskilling of workers in transit between sectors. The CPCA intends to respond to this through £2.5m of capital investments in an FE Construction Hub in Huntingdon, with further, similar investments targeted for Wisbech and Peterborough.

### **16. Guaranteed Training & Interviews for Jobs in Healthcare & Construction**

Building on the already successful £5m pilot of the DWP funded Health and Care Sector Work Academy, that the Local Authority deliver on behalf of the CPCA, other Sector Work based academies will be developed. These will be aligned to geographically based employment sectors to ensure local business needs are met. The Government's additional Sector Based Work Academies initiative will be used to increase the number of sector-based work academies in our area.

One example of the planned academies is the planned Construction & Infrastructure Work Academy will involve partners including the CITB, and will provide training for Town planners, Construction managers, Fire safety engineers, Electrical installation engineers, Domestic appliance engineers, House builders.

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## **18. Stimulating the Housing Market - £100k Homes & Mayoral Development Corporations**

The Centre for Economics and Business Research think tank predicted in early June that 'house prices will fall by 13 per cent by the end of the year' due to the pandemic. It has revealed that the effect will vary across the country depending on how badly a region's workforce was hit. The think tank predicts that house prices in Yorkshire and the Humber and Northern Ireland will fall most.

In these regions the main industries of manufacturing, construction, retail and hospitality have been hit the hardest - 'Although the government have offered up a vast package of support, this lack of demand will mean some businesses cease to operate,' explains the CEBR, many workers will lose their jobs and a lot more will face a cut in incomes.' 'Housing is the single biggest expenditure item for most households, which means that the shortfall in incomes has a tremendous potential to disrupt the UK's housing markets,' the CEBR adds". The May 20 Nationwide housing data showed a month on month fall in house prices of 1.7%, further evidence of an ongoing market decline. To forecast the potential impact going forward, there is merit in looking at previous recessions and house price crashes, the most recent and significant being 2007. From Jun 2007 to Dec 2008, prices dropped 20% and recovered only after 6 years. New home sales declined from the beginning of the recession in December 2007 and failed to fully recover until 2012. This resulted in a significant loss of economic housing output and capacity.

As the market for private sale units shrank with higher risk and uncertainty about the volume of sales, anticipated sale prices and any profit that might be achieved, housebuilders downsized their operations to match. The effect was the loss of capacity and production.

However, the CPCA's current £100k Homes programme could be expanded and harnessed to encouraging housebuilders to keep building at higher rates, at least temporarily for 1-2 years to build majority or wholly affordable housing schemes instead of market housing.

This would allow developers the opportunity to complete (and still start) building market units and convert them to a shared ownership or affordable rental tenure. Such a scheme would maintain developers cashflows, contractors' workloads and

provide continuity for the housing market whilst simultaneously increasing the overall long-term pool of affordable housing and maintaining overall economic activity from the housing sector, avoiding the worst excesses of a contraction of the housebuilding industry.

An even more powerful stimulus is being pursued by the CPCA, in the form of a **Mayoral Development Corporation** to deliver potentially three new garden towns linked to the Mayors proposed Cambridge Autonomous Metro scheme. Each scheme could deliver approximately 6,000 new houses, including affordable houses & commercial space, all connected by the CAM. This would require around £20m over the next few years to get the schemes to the stage where they might be built and could benefit from the potential of using a MDC for the portfolio to harness the delivery expertise and leadership of the private sector and demonstrating public-sector commitment to attract private investment.

## **Pillar 4: Accelerating Upskilling & Retraining**

### **19. Improved Careers Advice to Better Connect School Leavers with Jobs**

The CPCA will implement the recommendations from the Cambridge Ahead report<sup>1</sup> on the disconnect between career guidance in schools and the workplace, to improve the original design of the Careers Advice element of the Skills Brokerage, funded through the DfE's Careers Enterprise Company (CEC). As part of the redesign, the new Service, in partnership with GCPs commission for Careers Advice from Form The Future Ltd, and Cambridge Ahead Member support in Greater Cambridge will increase engagement and coordination of employers to provide more Careers Advice into schools.

This will include a Greater Cambridge pilot to encourage more large employers to generate active engagement with schools and seek to ensure:

- Work mentoring, work experience, and industry placements increase
- All schools have a dedicated careers leader to coordinate career guidance
- Teachers understand technical education pathways and give them equal emphasis.
- Learners understanding of the skills required in the labour market locally increases
- Employer mentoring for learners on the demands and working life increases
- The CEC element of the Skills Brokerage becomes the default partner for schools

### **20. Connecting Displaced Talent into Re-Skilling & Jobs Faster**

Skills Brokers will specifically target, through our partners in Job Centre Plus, those displaced workers from the hardest hit sectors. The will, for each displaced worker, create a bespoke pathways into retraining and on into a job. This will include spreading funding more effectively across businesses using the Apprenticeship Levy

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<sup>1</sup> [https://www.rand.org/pubs/research\\_reports/RR4491.html](https://www.rand.org/pubs/research_reports/RR4491.html)

Pooling Mechanism to fund older workers and job seekers for apprenticeships. Skills Brokers will also connect employers and job seekers with the new additional funding to pay the costs of training including:

- **Apprentice Bonus Scheme** to pay employers to create new apprenticeships, providing between £1,500 and £2,000 to support salary costs of apprentices, paid in addition to the existing £1,000 payment for new 16-18 year old apprentices, and those aged under 25 with an Education, Health and Care Plan.
- **£2bn Kickstart Scheme**, potentially delivered through the CPCA, providing an average of £6,500, to cover 100% of the relevant National Minimum Wage for 25 hours a week, plus the associated employer National Insurance contributions for new jobs created that include training for 16-24-year olds at risk of long-term unemployment.
- **Traineeship Bonus Scheme** to pay employers to create new traineeship placements, providing a one off payment of £1,000 for trainee work placements of over 70 hours.

The Skills Brokers will also target major employers to connect job seekers into their recruitment programmes including in key sectors such as:

- **Engineering** - Working with Marshall Cambridge and their supply chain to create **50 Apprenticeships and 30 Adults** retraining opportunities.
- **Health and Care** - Working with the local NHS Trusts to create **300 new jobs** for those displaced but seeking to be retained in the sector. Working through the local Health and Care Sector Work Academy to link people into training and a guaranteed interview in the sector.
- **Life Science** – Where the Skills Brokers will map new jobs against displaced workers placing learners into at least **50 jobs**.

## 21. Helping FE Providers to Adapt to More Remote Learning

To better support the Skills Brokerage, the CPCA will use underspends in its Adult Education Budget, relating to the Covid-19 impact on student volumes, combined with some Local Growth Funds, to create a £320k Adult Skills Digital Delivery Innovation Fund. This will be provided to local, colleges and independent training providers to finance the costs of digital transformation within FE delivery, through capital grants for IT equipment for staff and learners, as well as revenue funding for additional staff to adapt courses for remote delivery. It will improve digital access, connectivity and provide devices for those that need it most to tackle any inequalities and ensure all can take advantage of learning opportunities identified by our Skills Brokers.

## 22. More Resources into Schools to Better Connect Leavers with Jobs

As well as supporting the “Class of 2020” into employment right now, we need to build for the future by much better connecting careers guidance in schools to the local labour market. Young people coming through school need to be provided with a clear line of sight to the range of options available to them, and employers need a better pipeline of homegrown talent ready to fill the jobs that our local economy will be generating.

The improvements and enhancements to careers advice in schools in this strategy, are drawn from the Cambridge Ahead report<sup>2</sup>. This research finds that there is significant disconnect between career guidance in schools and the workplace. If not addressed this disconnect will continue to undermine recovery. Addressing the disconnect needs to focus on the capacity of schools themselves, and the ways providers and employers can support schools to do more.

More resources will be channelled into schools to better connect leavers with jobs through:

- **Increasing funding for the engagement and coordination** of employers to provide Careers Advice into schools in partnership with the Careers Enterprise Company. This will be co-funded by the GCP and the CPCA in Greater Cambridge and the CPCA alone, elsewhere, and available from October 2020.
- A Greater Cambridge pilot for the wider economy to **encourage more large local employers to generate more active engagement with schools**, leading to more work mentoring, work experience, and industry placements. Cambridge Ahead will deliver this pilot through its 48 Members across the Greater Cambridge sub-economy.
- The Mayor will carry forward local demands into government for **dedicated budgets for schools to build their in-house capacity, as the foundation for better and more balanced career education**, and to enable lasting connections to be built with local employers. This will include the potential to devolve pilots or such interventions, co-designed between the M9 Mayors and Ministers

The three interventions above will be specifically focused on addressing recommendations set out by the Cambridge Ahead report, namely:

- To ensure all schools to have a dedicated careers leader to coordinate career guidance and access to funding for improved guidance.
- To raise awareness and understanding amongst teachers and staff of technical education pathways for learners, giving them equal emphasis.
- To facilitate more engagement with employers, building closer relationships between providers, schools and businesses, to improve learners understanding of the skills required in the labour market locally.

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<sup>2</sup> [https://www.rand.org/pubs/research\\_reports/RR4491.html](https://www.rand.org/pubs/research_reports/RR4491.html)

- To engage more employers through regular events to highlight the benefits associated with school engagement and to work with Government, through the Mayor, to develop potential tax or business rates incentives around schools engagement.
- To encourage more mentoring by employers, of older learners relating to job demands and working life, enabled through a significant increase in high quality industry placements.
- To engage more parents in helping learners make key career decisions by integrating them into and strengthening their role in the career guidance process and activities.
- To make the Department for Education's Career Enterprise Company (a whole owned subsidiary of the DfE) the default partner for schools for the provision of information about providers of career guidance, through an online portal offering a comprehensive list of providers available, a clear and comprehensive comparison of their services and the cost associated with them (including funding where available).
- To use the DfE's Career Enterprise Company to establish sector-wide measures of quality for career advice in schools and monitor local providers of against them, including schools and employer feedback to continue to improve provision.
- To use Ofsted to review the effectiveness of the Gatsby Benchmarks and to develop new standard metrics to assess and monitor the quality of career guidance provision as an integral part of the Ofsted evaluation of all secondary schools.

### **23. Local Piloting of a New National Retraining Scheme**

The CPCA will fund an £80k pilot for adults to retrain into better jobs, and be ready for future changes to the economy, including those brought about by increasing automation or have been disrupted due to Covid-19. The Pilot aims to meet the needs of businesses to create a multi-skilled workforce for the future. We will work with employers who have identified skills needs within their workforce, or future recruitment needs as their businesses adapt to changes within the working environment.

We will develop bespoke support package of workforce training for each of the business we work with. Key Growth Sectors for the Retraining Scheme will be:

- **Engineering/ Advanced Manufacturing** - Working with Marshall Cambridge and their supply chain to create **50 Apprenticeships and 30 Adults** retraining in Engineering.

- **Health and Care** - Working with Cambridgeshire & Peterborough NHS Trusts to create **300 – 400 new entrant jobs** for those displaced to retrain into Health and Care sector.
- **Digital** – Where we have major Skills Gaps and a high need for a trained workforce - identifying the demand in jobs – **50+ jobs**.
- **Life Science** – Where we are currently mapping roles needed to identify the number of jobs that can be created, and the training needed - **50 + jobs**.

The pilot will support and retrain individuals at risk of their jobs changing or disappearing as a result of automation, and Covid-19. It will facilitate individuals gaining the skills they need to move into a new occupation or move into more stable, higher value - more productive job.

#### **24. New Funding for Training for School & College Leavers Unable to Find a Job**

Local facilitation of the Government's High Value Courses initiative through a £150k pilot to support school and college leavers into work and enabling them to gain the skills they need to get jobs.

The new service will do this by helping leavers access the Government's additional funding for selected level 2 and 3 qualifications in specific subjects and sectors in response to Covid-19.

It will work with local FE colleges and independent providers to create proposals to retain young people in a high value training. The one-year offer will enable 18 and 19-year-olds leaving education and training who are unable to find employment or work-based training.

#### **25. Local Integration & Focussing of All Post 18 Vocational Education to Support Retraining of Workers in Transition Across Sectors & into Regrowth**

The Mayor will carry forward local demands into Government for Post-18 Vocational Education Budgets to be better focused onto the retraining of people in transit between sectors impacted by Covid-19 to differing extents.

Various forecasts put the local Post Covid-19 increase in unemployment at above 50,000 workers, many of whom will be unable to find new roles in the badly hit sectors they have previously resided. This in turn will create the requirement for retraining between sectors, necessitating the rapid configuration, accreditation and mobilisation of retraining programmes, matched to the inter-sector labour flows locally in each sub-economy.

Through the devolution of AEB, and the introduction of the business-led Skills Advisory Panels (SAP's), the Combined Authority has already demonstrated the



ability to take on education budgets and apply them in a more business-growth-focused, agile and flexible way to achieve sector and local skills transformation.

Through example projects like the CPCA Health & Care Sector Work Academy they have also shown they can design and mobilise training programmes to transition workers at-scale between sectors.

Through the CPCA's creation of its Apprenticeship Levy Marketplaces, transferring 25% of levy allocations from larger employers to SMEs, within and across sectors, it has also demonstrated the ability to engage employers into new and innovative forms of the traditional education and training market. Whilst the Local Authorities are also successfully transferring the underspend in their levy fund to support other local businesses to recruit apprentices

The CPCA will continue to develop these market innovation and focus more and more of the local Adult education budget onto skills development that help people transition sectors and find new jobs quickly. However, the Mayor will specifically press Government to:

- Raise the proportion of levy transferrable, on to SME non-levy payers and colleges, from 25% to 40%.
- Devolve and integrate the current Adult Education Budget, National Retraining Scheme, Apprenticeship Levy, National Skills Fund and all other Post-18 funding for vocational education.

The CPCA will map these sector contractions and recovery forecasts, along with the skills needed to enable large proportions of the local workforce to migrate across sectors. Aligning an integrated portfolio of funding to these flows and the development of new and expanded FE provision, will be more effectively achieved through locally devolved commissioning strategies in collaboration with local employers and FE providers, than continuing to be administered at distance from Whitehall. To enable this, the CPCA will establish specialist delivery teams configured by sector and place, that can adapt to an agile model of delivery; utilising our FE colleges and local independent training providers to provide a much more engaging, relevant and purposeful learner experience and impact.

## **26. Revenue Support to Stabilise Finances at Lower Volumes**

This requires an adaption of the Adult Education Budget payment procedures to allow Adult Education providers to restart delivery of adult education, at significantly lower learner volumes, without the destabilising impact of having funding cut proportionally. Providing Local Authorities, colleges and independent providers with the assurance of the continuation of £11m of CPCA funding at pre Covid-19 agreed levels, irrespective of learner volumes, outputs or outcomes.

With the new opportunities for accessing learning that “lockdown” has created, there is a shift to more online or blended learning. However, there is a digital divide which needs to be managed and addressed to ensure that the inequalities gap does not

widen or that social mobility does not stall due to some residents lacking technology in the home or the skills required to use it. Therefore a clear focus is needed to support the most disadvantaged as well as the most vulnerable to access these new ways of working and learning, whilst still ensuring that those who can better learn through face to face delivery can still access it but in a safe and accessible way.

AEB can therefore be the vehicle through which our training providers can access the resources they require to deliver on this agenda, whilst driving the confidence needed to truly deliver change and meet employer demand for skills. AEB will prioritise jobs and skills. We will work to support and assist FE Colleges, local authorities and independent training providers through the challenges and face the risks together.

The scale of the crisis is beyond anything any of us have seen before and therefore the need for new creative solutions is immense with new courses, qualifications and accessible learning environments created. There will be a need to upskill, reskill and retrain so that people get back into work. AEB will offer flexible, practical training that leads directly into jobs, whilst developing career pathways which will enhance people work and pay prospects, giving people the skills they need to access sustainable employment, linked to career pathways that will increase their work and pay prospects whilst addressing the skills shortages across the region, thus improving the transition from education and learning to the world of work. We will explore the German style further education system with a stress on high quality qualifications based on employer led standards that respond to local need. However, research also tells us that the employers require from their employees, not just the qualifications to do the job but a wider skills set (Edge Foundation, 2019) that incorporates softer skills, whilst being resilient and having high levels of emotional intelligence.

Through our approach to adult learning as described above, we will help significant numbers of adults to retrain, moving them on from the sectors that are declining to those which might expand or recover more quickly. In addition, higher levels of redundancies are anticipated when the furlough scheme ceases, meaning that retraining will be an area of significant importance for the local economic recovery.

The way in which we work, learn, do business and engage with each other pre Covid-19 was destined, through technology advancement, to have an impact and with the legacy of Covid-19 it will only intensify the pace at which this will happen in the future. Individuals may make different career and lifestyle choices, employers may adopt new business models and skills, training and education providers will have to fully embrace and incorporate technology in the delivery of learning, whilst still maintaining work based and training classroom delivery. As digital becomes the third basic skill, AEB will support basic literacy, numeracy and digital literacy as they become ever more critical in accessing the job market.

## **Pillar 5: Accelerating a Greener and more Sustainable Economy**

### **27. Improved Learner Access to Digital Skills Development**

Poor digital skills make it difficult for people to take up employment, education and training opportunities. Hence, Skills Brokers will signpost workers and those unemployed to greater provision of digital skills to help mitigate against digital exclusion for those most in need of training and in low skilled jobs.

The CPCA will seek to fund increased provision through local devolution and integration of the Adult Education Budget with the National Retraining Scheme, Apprenticeship Levy and National Skills Fund to create more scope for increasing higher level digital provision to ensure our workforce are able to perform in a digitally focused world.

## **28. Increasing Provision to Improve Digital Skills**

Identified as an area for skills development pre Covid-19 was digital, with government identifying it as the third basic skills and a further advantage of local integration is the ability to focus more funding to effectively mitigate against digital exclusion. By starting to address the issue of the digitally disadvantage, especially those that often find employment in low skilled jobs, we can address the impact caused by a reduction in low skilled jobs, and support them to find new opportunities supported by developing career pathways.

While digital inclusion and connectivity is critical to underpinning growth, productivity and an inclusive economy, the importance of this agenda has grown significantly through the emerging impact of Covid-19 on people, of all ages and backgrounds. The requirement to stay at home, coupled with social distancing measures upon peoples return to work, has meant that the connectivity, hardware and skills to be digitally included are critical to maintaining any form of social and family connection, education, and financial security – beyond this many services essential to the wellbeing and support of residents have had to shift to online channels. Removing barriers which make it difficult for people to take up employment, education and training opportunities are paramount if we are to empower our people with the skills and resources, they need to take ownership of their futures.

There is a real risk that digital exclusion through the Covid-19 pandemic will exacerbate already significant and pernicious issues for some communities and groups of residents. This does however, generate positive opportunities for a strategic change in our approach to digital transformation within the education, skills and employment arena – that moves further and faster on an area which was important prior to Covid-19, but has been given a renewed sense of urgency.

While basic digital skills are currently catered for in skills provision that already exists via AEB, there needs to be much more investment, through the local devolution and integration of the Adult Education Budget with the National Retraining Scheme, Apprenticeship Levy and National Skills Fund to create more scope for increasing higher level digital provision to ensure our workforce are able to perform in a digitally focused world.

## **29. CPCA Digital Infrastructure Programme “Keeping Everyone Connected”**

This workstream encompasses both initial response and recovery from the Covid-19 pandemic in the context of digital infrastructure, helping to support businesses and communities as well as public service delivery. This workstream includes:

- Disseminating information to businesses, communities and public agencies to ensure continued access to digital connectivity in early stages of Covid-19 crisis. Limiting the delays and disruption to digital infrastructure roll-out during lock-down by close liaison with telco's and highways and planning teams.
- £500k CPCA funding to be matched with residual ERDF funds to provide grants to SMEs to support greater take-up of technology in businesses adapting to new ways of working.
- Top up provision for the government's rural gigabit voucher scheme to help support businesses and communities in some of the most hard to reach areas of Cambridgeshire and Peterborough assessing gigabit capable digital connectivity – supporting remote working, education and training, access to healthcare and social inclusion.

## **30. Adult Skills a Capital Support for Digital Transformation of Delivery**

Adaption of the Adult Education Budget will be required to harness the underspends of this budget due to the Covid-19 impact on student volumes, which can be matched to the Local Growth Fund to create a £320k Adult Skills Digital Delivery Innovation Fund. This is to be used by Adult and Community Learning (local authority), colleges and independent training providers to finance the costs of digital transformation within FE delivery, through capital grants for IT equipment for staff and learners, as well as revenue funding for additional staff to adapt courses for remote delivery. It will improve digital access, connectivity and devices for those that need it most to tackle any inequalities and ensure all can take advantage of future growth. Financial surety and support given to providers will ensure they stay in the skills market and maximise participation for the sector.

In summary, AEB will follow the principles of the Economic Recovery Strategy through:

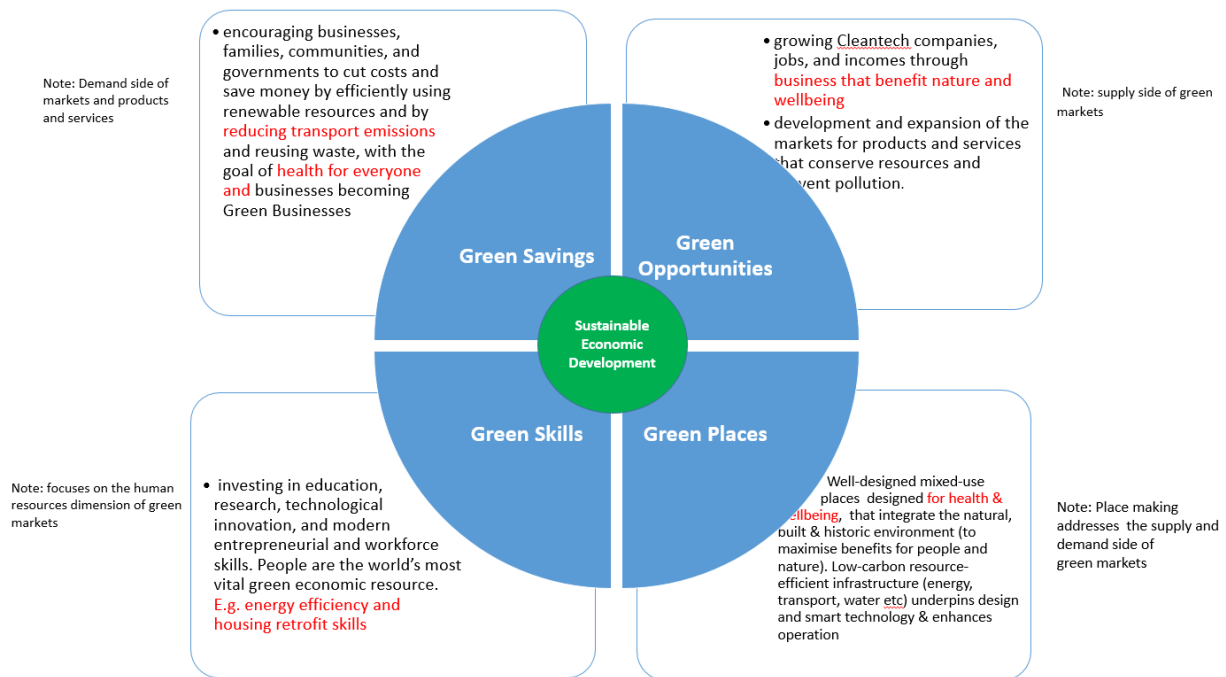
<b>Recover</b>	<b>Rebound</b>	<b>Renew</b>
Innovation fund that improves digital access and connectivity to learn remotely	Target areas of need such as Peterborough and the Fens and disadvantaged learners	New courses and practices such as distant learning, remote learner support or online interviewing
Data analysis to plug skills gaps and show participation trends	Industry specific skills needs with sectors that are expanding	

### **31. A Framework for Sustainable Economic Development**

Sustainable recovery policies offer several advantages in spurring growth during economic downturn. In comparison to traditional fiscal stimulus, which maintains business-as-usual GHG emissions, green projects can create more jobs, deliver higher short-run fiscal multipliers and lead to higher long-run cost savings.

Similarly, construction projects, like insulation retrofits and building wind turbines, are less susceptible to offshoring than traditional stimulus measures. In the long term, as the operation and maintenance of more productive renewable technologies makes them less labour intensive, they generate higher long-run multipliers arising from energy cost savings; with obvious flow-on effects to the wider economy.

This means reducing greenhouse gas emissions, phasing out the burning of fossil fuels and other high polluting sectors, building resilient infrastructure (e.g. energy, water, digital, housing and transport) that is adapted to climate change impacts and at the same time significantly increasing the efficient use of resources and productivity whilst making space for nature in everything must be central to how we plan a thriving economy for the 21<sup>st</sup> Century.



### 32. Resource and Waste Circular Economy Business Models

The Government's 2018 Resource and Waste Strategy (RAWS) sets a clear direction towards a more circular economy in managing waste and how it can deliver the double benefit of contributing to managing the climate crisis and deliver economic opportunity.

It will see us keeping resources in use as long as possible, so we extract maximum value from them by recovering and regenerating products and materials whenever we can, giving them a new lease of life. Circular economy business models may be of particular benefit to restate and reinvigorate in the post Covid-19 economic environment as the flows of waste production have shifted to households during lockdown. It should form a key element of a green led economic recovery from Covid-19 reviewing, testing and pursuing the possibility of new revenue streams, markets and product lines.

Opportunities should be taken to shape new policy, for example second stage consultations on three areas of proposed waste and recycling legislation (a deposit return scheme (DRS) for drinks packaging in England, extended producer responsibility (EPR) for packaging and consistency in recycling collections) are set to take place in early 2021 so the new legislation can be rolled out from 2023. Not only will the RAWS reduce the amount of waste generated, minimise the depletion of natural resources, increase recycling and reduce our carbon emissions, it also aims to stimulate innovation, create new job opportunities and boost economic activity which can form a key element of a green led economic recovery from Covid-19.

### 33. Focusing Recovery & Growth Where it Can Improve Health & Wellbeing Most

Community Learning, a funding stream that has a remit to support those furthest away from learning and work, is also a route to support social wellbeing and the skills required to live healthier and longer lives. It is the conduit on which to engage people into learning and move them towards more economic sustainability.

Working with Think Communities and the LA Adult Education providers, a Community Learning strategy will be developed to help develop skills that support sustainable and adaptable communities. This will also include initiatives that remove the barriers to work, help address low pay and in-work poverty, give access to wider education and develop the skills needed for parents to support their children in school resulting in improved social and economic well-being.

Furthermore, Public Health England (PHE), Cambridgeshire County Council and Peterborough City Council will partner with the CPCA's Skills Brokerage to promote to learners, schools, colleges and employers the important link between having access to "good work" and improving health and wellbeing in individuals and communities.

These partners will work together to build evidence and understanding around the links between economic growth, skills, employment, and health outcomes, and to what extent these are fairly and inclusively distributed across our cities, towns and villages. They will use this expanded understanding to progressively focus the work of the CPCA and its partners onto the places in which increased economic growth, skills and access to employment will have the greatest impact on health and wellbeing improvements for specific communities and groups, such as those with health conditions or disabilities.

The partners will also work to develop health and wellbeing programmes for employers to implement, along with a scheme for accreditation for employers to aspire to and attain. This scheme, once developed, will be rolled out through the CPCA's business Growth Service, which will engage 15,000 firms over the next three years.

In the longer-term, and as part of the Levelling-Up Agenda, they will work through the Mayor and the M9 group of Mayors to influence central Government and establish a joint call for a more comprehensive measure of prosperity that goes above and beyond traditional metrics such as GDP, to include economic growth inclusivity and its impacts on health and wellbeing of places.

### **34. Local Authority Planning Adaptions for Housing & Schools Renewal**

Across the CPCA area, the combined Local Plans/Housing Strategies identify the need for thousands of new homes within the next 11 years. In the last two weeks the Government have announced a desire to "build, build, build" as a driver for economic recovery. The House of Commons Housing, Communities and Local Government Committee's "Building more social housing; Third Report of Session 2019–21" report issued on the 20th July 2020, identified the need for 90,000 homes a year to be completed in order to meet demand and to drive stability into house prices.

The CPCA area is well poised to help support the national and local economic drive in this regard. In order to do that, however, and to collaborate in leading a coordinated approach at national and local level in evolving the paradigm, we need support through a number of underpinning measures:

### **Planning**

- We welcome the proposed reforms of the planning system designed to encourage high quality homes to be developed where required without undue delays (through e.g. extension of delegated decisions) , by expanding PDR and by consideration of major schemes through NSIP – type procedures.
- Welcome the recognition that the changes in work patterns that may be seen post Covid-19 in the use of office space could open opportunities for conversion to housing where appropriate.
- Development of new local design guidelines for the construction of schools/ community facilities etc moving from single or two storey layouts with traditional playing fields etc towards more innovative designs.
- Review of CIL/S106 to establish future improved support for infrastructure.

**Skills** - requires a national programme for promoting planning careers in schools and colleges to stimulate shortfall. Reset planning curriculum to incorporate fit-for-future innovation in urban design and land use planning.

### **Infrastructure –**

- Develop UK/Local resilience and supply chain by supporting the development of UK / local manufacturing facilities for MMC / sustainability excellence.
- To work with Government to support the wider development of City/country wide expanded Green grid infrastructure.

**Development Finance** - whilst it is critical to support new homes development, there is often potential for redevelopment of aged housing / current council housing with the broader aim of delivering more overall homes on the site at higher quality and sustainability which will render them fit for purpose for many years to come, support improved quality of life outcomes for tenants and help reduce the increasing maintenance costs of older housing.

**Case Investment: New Council Homes Development (£155m)** - Cambridge City Council has utilised funding from Government to optimise use of its own and assembled land to develop nearly 1000 new homes of which over half are Council owned homes rented in line with LHA.

The Council is currently developing a new programme for delivery from 2022 – 2032. With the aim of developing a further 1000 council rented homes, the programme will deliver over 2000 additional homes in total. The review of Cambridge's Sustainable Housing Design Guide will enable the development of the programme along a trajectory to net zero carbon. Working with the Cambridge Investment Partnership, the programme will include a tenure mix to meet additional housing demand and support the affordable product development, as well as regeneration of current aged homes and wider opportunities for housing reinvestment. The programme will create and safeguard jobs, develop sustainable design and construction skills and provide homes for many of the 2000 people currently on the housing register, as well as



innovative opportunities for those who fall outside the highest need groups but have been unable to afford to live near their employment owing to house price gaps. The plan will include redevelopment opportunities for current homes which will deliver high quality, sustainable replacement and additional homes faster and more efficiently than research suggests that complex retrofit schemes can achieve in many cases.

Cambridge City is a 2020 national award for its partnership approach to effective management of homelessness, and the programme will promote and support the re-establishment of a more stable lifestyle for the homeless through the use of Housing First and other products such as Foundation 200 homes. These homes, designed by local housebuilder Hill, will be offered to people with a history of homelessness as a stepping-stone to re-establishing a stable lifestyle. They are built in a British factory and delivered fully furnished to each site. They are designed with safety and security in mind, with steel frames and walls, and have acoustic and thermal insulation that exceeds building regulations. The homes were designed in partnership with leading homelessness charity St Martin's In The Fields to ensure that they can meet the needs of homeless clients who may not have had continuous accommodation for some years.

### **35. Specific intervention in partnership with PHE and HHS??**

*To expand on the narrative that in Restart the response stage is ongoing and we are likely to experience further peaks, outbreaks and seasonal effects – hence restart must also have health interventions (from partners) that manage risk.*

# CAMBRIDGESHIRE & PETERBOROUGH

## LOCAL ECONOMIC RECOVERY STRATEGY: APPENDIX 2 - THE CITY, DISTRICT & TOWN LEVEL RECOVERY STRATEGY



### Our place

Much of the detailed work to support communities and businesses will be led by Local Authorities, from reopening town centres to running support grants, rethinking services and supporting the most vulnerable.

Local councils in Norfolk and Suffolk have been playing a leading role in the public health response and have innovated and rapidly adapted to new ways of working. Some have already published immediate recovery plans and more will do so in the weeks ahead.

This section sets out some of the things that they will be doing that reflect the very different needs of our towns, city, rural and coastal areas.

New social distancing signs, Stowmarket



#### Norfolk County Council

Norfolk is an ambitious county with the space and capacity to deliver substantial new growth, e.g. in our key clean energy, advanced manufacturing, agri-food and digital sectors.

Together for Norfolk (TfN), the County Council's business plan to 2025, outlines the vision for Norfolk, a place where all have the chance to contribute to and benefit from economic growth and regeneration, while protecting and enhancing our unique environment through managed development. We are achieving these aims through close working with local partners and Government.

Our challenge is to respond to the current economic conditions in the context of TfN, recognising that the extent of the impact is not yet known. However, we know that key sectors and many people are significantly affected. We are therefore developing a Norfolk Delivery Plan, which will evolve with the evidence and have a strong focus on social inclusion, as well as retaining the environmental benefits arising from the pandemic.

#### Actions:

- > Help as many businesses as possible to survive, and as many people as possible to stay in work or secure alternative work or training.
- > Drive the identification, development and promotion of clean growth opportunities, such as the Offshore Wind Operations and Maintenance Base in Great Yarmouth.
- > Create the significant Norfolk Strategic Fund to kickstart recovery projects.
- > Focus on local markets and supply chains, as well as where public money is spent locally.
- > Promote the county as a safe place to live, work and visit – one that is open for business.

#### Suffolk County Council

Suffolk has many economic strengths with global reach, from clean energy and agri-food/tech to ports and logistics, digital/technology and beyond: all making a significant contribution to the UK economy. Its natural capital makes it a great place to live, work and visit.

The Council is working with local partners and Government to help Suffolk fulfil its economic potential sustainably, enabling as many people and places as possible to contribute and benefit, including people who are vulnerable and facing disadvantages.

The Council is committed to tackling climate change, supporting vulnerable people and enabling thriving communities. Inclusive, sustainable growth is vital. Given the social and economic impacts of the response to Covid-19, these become even more important for Suffolk's people, environment and economy.

#### Actions:

- > Seek opportunities for clean and inclusive growth in renewing the economy, so no one is left behind.
  - > Work with partners to develop education and skills opportunities that help people reach their potential.
  - > Lead by example by supporting our own staff and helping businesses support their workforce to be healthy and resilient.
  - > Use our assets and work in partnership to deliver safe and appropriate homes.
  - > Work with communities to help them be connected and sustainable as well as supporting the most vulnerable.
- More detail is in our [Business Plan for 2020-21](#). The Council is developing its own recovery plan and contributing to Suffolk's collaborative plans (e.g. Suffolk Growth Framework) under the resilience forum recovery arrangements. These will form the basis for longer-term strategies for reform and reset.

## **Cambridge City**

Cambridge is one of the fastest growing economies in the UK and a world-renowned centre for knowledge-based industries, drawing on the strength of two universities and a high degree of networking and connectivity to create the Cambridge Phenomenon. It is one of a minority of net contributors to the exchequer. Benefiting from one of the most highly-skilled workforces of any city in the country, Cambridge has an impressive record on research, development and innovation, and is home to many of the world's leading tech and life science companies.

Cambridge City Council's role in the Cambridge Phenomenon has been a facilitative one, creating the space for growth through successive statutory local plans in the last 25 years. The Council also played a key role in establishing the Cambridge Business Improvement District and has directly supported the tourism and cultural sectors.

The Council also maintains a large and diverse commercial property portfolio which provides business premises for a variety of businesses across the city. The Council's vision is for One Cambridge, Fair for all. The Council has worked, through its Anti-Poverty Strategy, to support more inclusive and sustainable growth, through championing the Real Living Wage and business involvement in community activities and through promoting energy efficiency measures to businesses.

### ***District Level Actions:***

- A focus on quality of life, quality of place, social inclusion and environmental sustainability will be key themes for the Council through the recovery phase of the pandemic crisis, and in the years beyond, not least as expressed in the emerging Greater Cambridge Local Plan.
- The Council has distributed nearly £23m of business support grants during the Covid crisis, and will continue to provide a conduit for Government support to city businesses. We have worked with business networks to ensure businesses receive regular information on funding and support available.
- We have worked closely with our commercial tenants to support their recovery, through individual engagement on rent holidays and discussions on appropriate payment plans over the longer term.
- Cambridge City Council has played a leading role on re-opening Cambridge city centre in the early stages of the recovery phase, working with partners in the CBID, Greater Cambridge Partnership, Cambridgeshire County Council and CPCA. This work includes promotion of the city centre as a safe place to visit, to increase footfall in a secure way.
- Aligned with this is the Greater Cambridge Partnership work on City access to enable more sustainable transport options into and out of the city, alongside longer term Combined Authority plans for the CAM metro
- The city council, with network partners, will continue to provide a channel for the voice of Cambridge's businesses – particularly in the most vulnerable sectors – to be heard in Government.
- Cambridge City Council has ambitious, low-carbon development plans in place for its land as part of the exciting new urban quarter at Cambridge North East, and is developing an innovative BREAM Excellent aparthotel at Park Street.

The Council will continue to explore options to develop its land to bring vitality and variety to the city's economic landscape.

- Cambridge City Council has been nominated for a national award for leading work, in partnership, to address the local homelessness challenge. Having successfully provided temporary accommodation for c.140 people, the Council is working on longer-term plans to support the re-establishment of homeless people.
- We will continue to build new council homes to contribute to the stock of housing available for workers of all income levels in Cambridge. Our current programme is on track to provide nearly 1000 new homes with c.550 being council-owned and rented homes, and we have ambitious plans for a new 10 year programme to develop 1000 new Council rented homes on our own and purchased sites alongside other tenures. These will all be high quality and sustainable, with a trajectory towards net zero carbon development where appropriate.
- In addition to this, we are working with Anglian Water and Homes England (through the support of the Housing Infrastructure Fund) to enable the development of a new sustainable quarter for a mixed development including c5000 homes and the district centre in north east Cambridge
- Through our environmental health team we will work with partners to manage any local outbreaks of Covid-19, to ensure Cambridge remains open and safe for business.
- We will continue to work with the business networks in the city to help support current business and drive sustainable growth in skills and employment in the City. We will consider the impacts of the pandemic on the commercial workspace requirements and to support development to meet future needs.
- The Council is working with partners to explore the inward investment and visitor economy needs arising from the pandemic and to develop a leading cluster of creative industries in Greater Cambridge alongside South Cambs District council, to ensure that its commercial, visitor and cultural offer are fit for future purpose.

## **Peterborough City**

To be completed

## **South Cambridgeshire**

South Cambridgeshire is a distinct and vibrant place in which to live and work.

Alongside a largely micro and SME economy, we have some of the world's largest life sciences players homed at our science parks, meaning a healthy, vibrant and diverse economic territory overall. Intellectual gravitas, entrepreneurial flair and an open for business atmosphere also plays to our uniqueness.

Our South Cambridgeshire Business Plan to 2025 outlines the vision for our district, a vision intent on increasing the physical, mental, social and economic well-being of our residents and business communities alike.

This has not changed in a post-pandemic context, in fact, we are more resolute than ever before in our commitment to driving positive local change. Specifically, we are focussing on:

- Growing local businesses and economies
- Housing that is truly affordable for everyone to live in
- Being green to our core
- Being a modern and caring Council

***District Level Actions:***

- We continue to be focussed on promoting South Cambridgeshire as an attractive destination for start-ups, entrepreneurs, new to the area companies and those wishing to scale. A dedicated business support team of four officers was set up in June to deliver on this, working closely in partnership with the Growth Hub. This includes the promotion of our Enterprise Zones.
- We are supporting local businesses with weekly refreshed information and assistance via our Open for Business Newsletter and individual case work enabling them to continue to trade as they continue to navigate the complexities of the pandemic landscape. A series of support- based workshops and seminars is also being devised.
- We continue to work with multiple regional stakeholders to ensure skills, training and support for career or industry changers and young people is both readily available and second to none as the business landscape continues to change and evolve post Covid. Future proofing with a focus on the jobs of today and tomorrow and a digital first approach to upskilling continues to be key. 2021 and beyond funding and investment will be required to support our ambitions.
- South Cambridgeshire is a council proud to be green to our core. We have set ourselves ambitious internal and external environmental targets, with a specific focus on ensuring we support and help businesses with their sustainability agendas. We are working with industry and university leaders in South Cambridgeshire and beyond to ensure a zero-carbon future by 2050 is realised. This includes supporting Parish Councils and community group projects to reduce reliance on fossil fuels and move toward the zero-carbon target. Furthermore, SCDC has ambitious, low-carbon development plans at the heart of the joint Area Action Plan for the exciting new urban quarter at Cambridge North East. Improvements to our cycle infrastructure also continue.
- Fully recognising evolving physical workspace requirements in a post pandemic context, we are working with a wide range of stakeholders to support rethought, repurposed and greener use of premises e.g. meanwhile space, village “hub” small/shared business suites/collaborative centres.
- The South Cambs Visitor Economy is an important GVA contributor to the region, with many micro and SME businesses in the retail, leisure, travel, tourism and hospitality businesses residing in our area. As High St and local recovery activity continues, we are working closely with Greater Cambridge public and private partners to continue to promote and market South Cambridgeshire as a must visit destination. This includes campaign activity

targeted at local, regional, UK wide, international domestic, business and student audiences.

- Promoting local has never been more important. This includes ensuring local contracts and procurement processes are live, open, transparent and readily accessible to local businesses. 42% of all South Cambridgeshire District Council 2019 contracts went to local (Cambridgeshire or bordering authority) companies, with the average number of bidders per tender also increasing YOY to 7 bidders per contract. Our new business support team will further liaise with local businesses to ensure they are all aware of our tender processes and the contracts available.
- Overall, a focus on quality of life, quality of place, social inclusion and environmental sustainability are also key themes for our Council as expressed in the emerging Greater Cambridge Local Plan.

## **East Cambridgeshire**

To be completed

### **Fenland**

Fenland is a dynamic district with a tradition of embracing change and growth. Helping people into work and encouraging innovation and enterprise are key to improving Fenland's economic vitality.

Fenland's strengths include its strong entrepreneurial culture, excellent business networks, strategic location for food production, storage & logistics and the quality of life.

Fenland has a mixed economy where the majority of the business base is micro and small businesses. It seeks to build upon the internationally recognised brands of food production, world class precision engineering and manufacturing with supply chain linkages across automotive, aerospace, defence, healthcare and electronic sectors and new and emerging renewable energy sector. These form examples for attracting in a new generation of value-adding businesses which will help create future employment for Fenland.

The infrastructure needs to be improved to retain and attract employers, and the district needs to keep its presence and appeal to potential investors. Existing Fenland businesses need space to expand, and new businesses moving into the district or new business enterprises need suitable sites or premises from which to operate. Without the right level of provision, enterprise development is stifled or encouraged to look out of the area.

The food, packaging and warehousing sectors are major employers in the area and could be the first to adopt Industry 4.0 technologies especially in relation to skills.

Funding is required to take innovation and apply it to businesses. There is a large amount of funding focused on developing new technology but successful projects should have an element of support to take the innovations to be incorporated by

local businesses. This would put CPCA businesses at the forefront of new technologies

There is a need to mitigate against companies who are reticent to take on young people as they cannot take the time out of the business to provide the training and support. Local piloting of a New National Retraining Scheme should include a pilot in the Fenland food sector, a major employer in 'the fens'.

Fenland has built a new Economic Growth Team with staff that have extensive experience and it has established a 'business focused', frontline service to better support and address the needs of local businesses. There is a need to ensure that the team and its local expertise are closely aligned with the proposed inward investment service.

The Fens sector proposals need to be developed. This will include food, drink, agriculture and advanced engineering. With a deeper analysis into supply chains and target overseas companies that may be affected by Brexit and post Covid supply chains and so would wish to have a UK presence

International investment can and is attracted into the Fens, but it is essential that the offer is created and communicated to overseas Posts. Greater information and intelligence sharing is needed on what sectors are looking to invest in the UK post Covid-19.

International Investors are large employers in the Fens, particularly in food production, warehousing and logistics. The Fens needs to remain competitive as these operations are in competition with other UK and international operations.

The circular economy is more than biological waste streams and in the context of business, these should also be seen as technical in design, manufacture and remanufacture. Companies should be supported to adopt CE and training in technical cycles should be provided to Fenland businesses

There is a lack of commercial property for rent in Fenland and for a company or developer to build a new facility the return on investment can be marginal, this results in limited speculative development coming forward. Funding is required to cover the gap in rental costs and build price. There is interest in property from companies looking to expand but the demand cannot be met.

The CPCA will introduce a new £500,000 Innovation Grant Scheme to help our highest potential businesses enlist external expertise that in turn secures UK & European R&D Grant Funding of £1m upwards for the development of new and innovative products and services. Accommodated within the Business Growth Service, this Grant scheme will fund up to 50% of external R&D Grant Application writing experts. Due to the rich creative spirit within our economy, we have the ambition to increase this fund five-fold over the next three years.

This needs to be focused on Fenland companies new to grant applications and not those already experienced in the process.

Fenland has a transport infrastructure deficient across modes. We are also a vastly rural area with around 20,000 people living in villages and small settlements. 20% of all households also do not have access to a car and there is a distinct lack of regular or integrated bus services. Fenland has a sustainable transport policy and continues to work with a range of project partners across a number of transport projects that are ongoing and need to be joined up with economic recovery. Some of the key Fenland projects are:

- Wisbech Access Strategy – a range of road, walking, cycling and public transport schemes linked to the growth in the Fenland Local Plan. The short term phase is approaching the end of detailed design and are expected to be constructed during 2021 and 2022. Out dated evidence for the medium and long term needs reviewing and bringing up to date to secure funding for the medium and long term
- March Area Transport Study – a range of road, walking, cycling and public transport schemes linked to the growth in the Fenland Local Plan. Feasibility study work has been completed and a range of schemes have been identified. Additional funding has recently been approved to complete the Outline Business Case work
- Wisbech Rail – A revised business case and Network Rail GRIP3 study has recently been completed generating a positive BCR. Discussions are ongoing with government to secure additional funding for a future stage
- Market Town Transport Strategies (MMTS) – there are four of these strategies covering all modes of travel. Each strategy includes an action plan with a range of proposals and schemes. These schemes then form part of the County Council Transport Infrastructure Plan (TIP) List. This is reviewed annually to secure funding for schemes
- Fenland Railway Station Masterplans – This is a programme of improvements for Manea, March and Whittlesea Railway Stations. The projects are about to go into detailed design and construction with expected completion in around 12 months-time
- Fenland Transport Strategy – This is a developing strategy which is intended to cover the whole of Fenland. It covers all modes and has a central theme of accessibility. It is expected that the action plans in the MTTTS will be transferred to this strategy and also updated. The strategy is being developed over the next 12 months.
- Kings Dyke Level Crossing – this project will be open to traffic by December 2022
- A47 dualling – A business case has been developed for this project including to Highways England Stage 0. Having been assessed the Stage 0 work has achieved green status meaning it can move forward to stage 1 option development. However, additional funding needs to be found
- A47 Guyhirn Roundabout - This is a Highways England scheme to upgrade the roundabout where the A47 meets the A141. This is a planned project which will start on site in 2021 and be complete in 2022.

## **Huntingdonshire**



The Council is working under the banner of “We are Huntingdonshire” with recovery and response part of our successful partnership work.

The recovery work is evidence based and we are working with our community to address the challenges people are facing and also the impact on the place. This has included directing individuals and businesses to where they can get much needed support to return to some degree of normality.

A Community Impact Assessment of COVID\_19 was undertaken, which is part of any recovery process and this was discussed and agreed by the Council at the end of July. This drew together a variety of national, regional and local information and early economic studies that had been undertaken in the district or commissioned by others to assess the impact of COVID\_19.

The recovery plan has been considered against a backdrop of the ongoing response which to large extent is being driven by external factors. Several priorities have been identified and whilst the focus of this document is the economic recovery this is dependent on people as well as places, these priorities are set out below:-

### **People**

- Retaining the community involvement and engagement that was central to the recovery work
- People seeking out initial support within their local community
- Reducing the ongoing effects of COVID\_19 through early intervention to minimise for example unemployment levels and homelessness
- Enabling people to make better choices on their health and well-being

### **Place**

- Creating safe and attractive environments, particularly in our main towns
- Effective business intelligence and engagement to enable growth
- Improving infrastructure to enable more people to work remotely and travel sustainably
- Retraining and creating new pathways to meet growing business demand and support people back into work.

Recovery at the district level is about co-ordination. We are Huntingdonshire is about working in partnership with the agencies and organisations that serve our area. This includes identifying the opportunities, understanding the challenges and effectively engaging our resident and business communities. Having the flexibility to adapt our recovery plans and priorities within a frequently changing external environment.

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Agenda Item No:	<b>8</b>	
Committee:	<b>Cabinet</b>	
Date:	<b>8 September 2020</b>	
Report Title:	<b>Project Update - Growing Fenland &amp; CCC £5m Communities Capital Fund</b>	

## 1 Purpose / Summary

Significant capital funding has recently been made available to Fenland District Council via the following schemes:

- Cambridgeshire & Peterborough Combined Authority (CPCA) Market Towns Initiative (which has been given the working title of Growing Fenland)
- Cambridgeshire County Council (CCC) £5m Capital Communities Fund

This report gives an update on the progress of funding bids submitted to both schemes including any resulting capital or revenue implications for the Council should the bids be successful.

## 2 Key issues

- The CPCA has made funding available through their Market Towns Initiative to deliver the priorities outlined in the Growing Fenland town plans.
- Changes to the original programme included:
  - Capital funding available has doubled to £1m (ring-fenced for each town).
  - Deviation from the approved Growing Fenland plans will be permitted if linked to supporting recovery from the COVID-19 pandemic.
  - An element of match funding will be required.
  - FDC will be the accountable body for all funding received.
  - Capital funding to be spent by March 2022.
- The CPCA have requested that detailed business cases are submitted to the CPCA Board in either September or November.
- The funding made available through the CCC £5m Capital Communities Fund also requires an element of match funding.
- This report provides an update on projects at various stages of submission to both funding streams.
- A number of these projects may link to other initiatives, such as the Local Economic Recovery Strategy.
- It should be noted that some of the projects submitted through both initiatives relate to FDC owned assets and some projects may require capital or revenue contributions from FDC either immediately or in future.
- Other projects are requesting match funding from FDC's revenue budget as set out in the recommendations below.

### 3 Recommendations:

#### CCC Capital Communities Fund:

- To note the projects that have been approved or submitted to the CCC CCF at Appendix F.
- To approve £7,500 from the play equipment maintenance budget as match funding for West End Park Enhancements as set out in Appendix F.
- If successful at the next Committee stage, to approve £10,000 from the Capital Programme split over 21/22 and 22/23 as match funding for the Wisbech Park conversion of Changing Rooms project as set out in Appendix F.
- Note the potential future revenue and capital implications for both projects with a further report to be brought back to Cabinet on the Wisbech Park Changing Rooms project when further detailed costing and feasibility has been completed.

#### Growing Fenland:

- To note the projects being submitted to the CPCA Board meeting on 30th September set out in Appendix D.
- Note the contribution from the Leaders Fund for £500 for interactive flooding signs.

<b>Wards Affected</b>	All wards
<b>Forward Plan Reference</b>	
<b>Portfolio Holder(s)</b>	Cllr Chris Boden - Leader of the Council Cllr Jan French - Deputy Leader of the Council Cllr Ian Benney - Portfolio Holder for Economic Growth
<b>Report Originator(s)</b>	Paul Medd - Chief Executive Carol Pilson - Corporate Director Peter Catchpole - Corporate Director Jo Blackmore - Executive Officer
<b>Contact Officer(s)</b>	Paul Medd - Chief Executive Carol Pilson - Corporate Director Peter Catchpole - Corporate Director Jo Blackmore - Executive Officer

**Background Paper(s)**

[Cambridgeshire & Peterborough Combined Authority Board Meeting minutes - 28.03.18](#)

Growing Fenland reports tabled at FDC Cabinet meeting held on 09.01.20:

Growing Fenland Town Reports:

<https://www.fenland.gov.uk/localgov/documents/s5491/Report%20and%20appendices.pdf> (Please note you will need to copy and paste this link into your browser)

Growing Fenland Overarching Strategic Report:

<https://www.fenland.gov.uk/localgov/documents/s5492/Report%20and%20Appendix.pdf> (Please note you will need to copy and paste this link into your browser)

Details of Cambridgeshire County Council £5m Communities Capital Fund:

[CCC £5m Capital Community Fund](#)

## 4 Background

- 4.1 Significant capital funding has recently been made available to Fenland District Council via the following schemes:
- Cambridgeshire & Peterborough Combined Authority (CPCA) Market Towns Initiative (which has been given the working title of Growing Fenland)
  - Cambridgeshire County Council (CCC) £5m Capital Communities Fund
- 4.2 This report gives an update on the progress of funding bids submitted to both schemes as well as any resulting capital or revenue implications for the Council should the bids be successful.

## 5 Growing Fenland

### Introduction

- 5.1 Following a successful pilot scheme undertaken in St Neots, the Cambridgeshire & Peterborough Combined Authority (CPCA) Board committed to provide funding to create a masterplan for growth for each market towns within the CPCA area (as recorded in the actions from the [CPCA Board meeting held on 28.03.18](#)).
- 5.2 With the aim of bringing jobs, infrastructure and growth the Fenland area, the masterplans would also enable each of our towns to become and remain "vibrant and thriving places" in their own right whilst helping to boost the local and regional economy. The recent COVID-19 pandemic has brought a sharper focus to this work as communities and businesses adapt to new ways of working, shopping and socialising in the midst of a recession.
- 5.3 A commitment of £50k was made by the CPCA to produce a masterplan for each town. In Fenland, funding was originally provided for Chatteris, March and Whittlesey only (£150k in total) due the ongoing Wisbech 2020 Vision work. However, a decision was later made to include Wisbech in the process and a further £50k was committed to the Fenland project.
- 5.4 The master planning project was given a working title of 'Growing Fenland' which linked the proposed growth of the local economy to our important agricultural heritage.
- 5.5 Four town masterplans were produced, following the process outlined in the '[Growing Fenland - Town Reports](#)' paper tabled at the FDC Cabinet meeting held on 09 January 2020.
- 5.6 All four town reports were approved at number of formal meetings from October 2019 to January 2020 which include:
- All four town council meetings
  - FDC Cabinet meeting (09.01.20)
  - CCC Communities & Partnership Committee (23.01.20)
  - CPCA Board Meeting (29.01.20)

### CPCA Market Towns Initiative Funding

- 5.7 At the start of the project, the capital funding due to be made available by the CPCA was thought to be in the region of £50k per town. However, the Board of the CPCA

[unanimously approved revised plans for their Market Towns Programme](#) at their board meeting held on 3 June 2020.

5.8 Changes to the original programme included:

- Capital funding available was doubled to £1m (ring-fenced for each town)
- Deviation from the approved Growing Fenland plans would be permitted if linked to supporting recovery from the COVID-19 pandemic
- An element of match funding would be required
- FDC will be the accountable body for all funding received
- Capital funding to be spent by March 2022

5.9 Further information on the CPCA Market Towns Programme can be found in the following documents:

- CPCA Market Towns Programme Investment Prospectus - June 2020 (appendix A)
- Guidance for Market Town Funding Applications - June 2020 (appendix B)
- CPCA Market Towns Programme Funding Application Form (appendix C)

### **Growing Fenland bids**

- 5.10 Following the announcement of the revised criteria for bid submission to the CPCA Market Towns Programme, a number of meetings were held by the Growing Fenland Town Teams to determine which bids would be submitted to the next CPCA Board Meeting scheduled for 30 September 2020.
- 5.11 The projects due to be submitted to the next CPCA meeting are summarised in appendix D attached.
- 5.12 Town teams across the 4 market towns are formulating business cases for further projects to be submitted to the November Board meeting.
- 5.13 Cabinet are asked to note the bid information and approve any capital and/or revenue costs associated with each project.

### **Growing Fenland - next steps**

- 5.14 Completed bid documents submitted to the CPCA Board meeting scheduled for 30 September 2020 will be circulated to Cabinet members as part of the next Projects Update Report, along with the outcome of the bid if known at that point.
- 5.15 Details of bids due to be submitted to subsequent CPCA meetings will be brought to a FDC Cabinet meeting prior to submission to the CPCA.

## **6 Cambridgeshire County Council £5m Communities Capital Fund**

### **Background**

- 6.1 A £5m fund aimed at creating opportunities and improving lives and skills across Cambridgeshire was launched by Cambridgeshire County Council (CCC) on 7 April 2020.
- 6.2 Bid submissions were welcomed if they could demonstrate that they would:
- bring people together and involve them in the design and implementation
  - improve local places and spaces that are important to communities

- help to address local priorities, e.g. increasing skills, reducing loneliness, improving physical and mental health
- improve access to new or existing services or activities, e.g. sports, leisure, education
- demonstrate match funding - this could include in kind contributions, land transfer etc
- minimise any potential impact on carbon emissions

6.3 Bids could be submitted by any voluntary, community organisation or social enterprise alongside public bodies such as district, parish and town councils, schools or any other organisation that could demonstrate how their project would benefit Cambridgeshire residents.

### **Submission process**

- 6.4 Each bid could apply for up to £500,000 of capital funding. Bids were to be considered on a 'first come, first served' basis.
- 6.5 CCC requested that bids were submitted via the local county councillor or community champion.
- 6.6 An expression of interest was submitted initially and a more detailed business case was requested if the project passed the first stage. For further detail, please see appendix D attached.

### **Projects submitted to the CCC £5m Communities Capital Fund**

- 6.7 A number of projects were submitted to the CCC £5m Communities Capital Fund. A summary of the successful projects are shown in appendix E attached.
- 6.8 Cabinet are asked to note the bid information and approve any capital and/or revenue costs associated with each project.
- 6.9 Two projects submitted to the CCC CCF project are requesting match funding and are associated with FDC assets:

#### **6.9.1 West End Park Enhancements:**

CFF has awarded £75,000 for these works with March Town Council adding £2,500 and FDC £7,500. FDC funding will come from the play area maintenance budget (20/21). The works covered in this project include;

- Extending the much-used play area
- Developing a track up one side of the park to assist the popular Park Run sessions as the weather deteriorates for continued sessions in autumn and winter
- Establishing a pathway to the bandstand for accessibility
- Part-fencing the skate park to segregate skate park users from other park users including pets.

These enhanced assets will require upkeep and future maintenance that will need to be budgeted for in future years.

#### **6.9.2 Wisbech Park Changing Room Conversion:**

Originally conceived as a low cost conversion of the disused changing room in Wisbech Park, this project will now deliver a new Pavilion and toilets. The CCF Panel is recommending to CCC Committee an award of £240,000 to FDC to be added to £10,000



support from Wisbech Town Council and £10,000 capital support from FDC over 21/22 and 22/23.

The project will deliver a multi-functional, flexible space within the heart of the park. A focus will be on the financial sustainability of the building, so income generating options are critical, including a pop up café and rentable space. Management is anticipated to be undertaken by a third party charitable trust or similar, by way of a peppercorn lease from FDC.

Further match funding from external agencies is likely to be required once detailed costings have been completed. If further external funding is not forthcoming, the project scope may need to be revisited.

This will be a new asset within Wisbech Park and future management and maintenance will be key to understand what future liabilities may arise in the form of further revenue and capital contributions.

A further report will be brought to Cabinet when these issues can be better quantified.

### **CCC £5m Communities Capital Fund - next steps**

- 6.10 The CCC £5m Communities Capital Fund is now closed to any further Expressions of Interest having been oversubscribed.
- 6.11 One outstanding bid for a Changing Rooms Conversion in Wisbech Park is due to be considered by the CCC Communities and Partnership committee on 3 September 2020. The outcome of this decision will be included in the next Project Update report to Cabinet.

## **7 Effect on corporate objectives**

7.1 The corporate objectives which link to the Growing Fenland project area as follows:

### **7.2 Communities**

- Support vulnerable members of our community
- Promote health & wellbeing for all
- Work with partners to promote Fenland through culture and heritage
- **Environment**
- Work with partners and the community on projects that improve the environment and our street scene
- Work with partners to keep people safe in their neighbourhoods by reducing crime and anti-social behaviour and promoting social cohesion
- **Economy**
- Attract new businesses, jobs and opportunities whilst supporting our existing businesses in Fenland
- Promote and enable housing growth, economic growth and regeneration across Fenland
- Promote and lobby for infrastructure improvements across the district

## **8 Conclusions**

- 8.1 Attracting funding to deliver the priorities outlined in the Growing Fenland Town Reports is key to driving economic growth whilst celebrating the unique character and strengths of each individual area.

- 8.2 The CCC £5m Communities Capital Fund has provided additional opportunities to deliver projects that will benefit the local community.
- 8.3 Projects that are successfully funded through these funding streams will help to deliver many of the Council's corporate objectives as well as a number of targets set out within the [CPCA's Business Plan for 2020/21](#).
- 8.4 Further update reports will be tabled at future Cabinet meetings to ensure that any capital and/or revenue costs taken from FDC budgets can be considered.

# APPENDIX A

## CPCA MARKET TOWNS PROGRAMME INVESTMENT PROSPECTUS - JUNE 2020

### INTRODUCTION – GROWING THE CAMBRIDGESHIRE & PETERBOROUGH SUB-ECONOMIES

The Market Towns Programme is a substantial commitment being made between the Combined Authority and the local areas, with scope to develop key market towns for significant impacts on the growth of sub-economies. Successful delivery of the programme will have positive benefits to residents, businesses, and workers within the CPCA area.

The Combined Authority is committed to the future prosperity and success of every market town in the county and is investing in making this a reality through working closely with Town Councils, District Councils' and local partners across Huntingdonshire, Fenland and East Cambridgeshire to deliver eleven Masterplans for key market towns. The Market Towns Programme was piloted in St Neots as part of the Mayor's 100 Day Plan.

### LOCAL INDUSTRIAL STRATEGY PRIORITIES

The Market Towns Programme endorses Mayor Palmer's target for the region, to double its Gross value added (GVA) over the next twenty years. For this to be achieved, the areas market towns will be required to 'do their bit' to improve the three economies.

The LIS has detailed the key areas of action needed to support the Combined Authority's devolution deal commitment to doubling the size of the Cambridgeshire and Peterborough economy. It has identified the key strengths and challenges of the distinct sub economies of the Fens, Greater Peterborough and Greater Cambridge, detailing the strategy for supporting broad-based growth and spreading prosperity to more people.

A commitment was made by the CPCA to produce a Masterplan for each of the key market towns (based on new research and analysis required to deliver the bold growth ambitions) and their interventions hereby enshrine the importance of inclusive growth, in line with CPIER and LIS recommendations.

Applicants will need to demonstrate how they help deliver against LIS priorities through capital investment that will:

- Further develop infrastructure through planned transport, digital and energy interventions across the Combined Authority partnership.
- Deliver integrated approaches to business support, ensuring businesses and potential businesses have the access to the right kind of space, access to growth coaching and supporting networks to help them.
- Harnessing innovation as a tool for business growth, generating world class research.
- Improving education and training levels to ensure businesses have the skills they need, and people have better opportunities.

The Local Industrial Strategy can be viewed [here](#).

## MARKET TOWNS PROGRAMME

A third of our population lives in market towns, with nearly as many again living in surrounding areas. Although links with our core cities are vital, investment and attention has often favoured cities and forgotten the role that market towns play for our region. Alongside this under-investment towns are facing many external pressures like the declining town centres and high streets, an ageing population, and a reduction of in-town job opportunities leading to more outward commuting.

Many of the market towns and villages surrounding Cambridge have rich visitor opportunities, which if developed into a more coordinated offer can bring in revenue and create real economic opportunities. Business tourism is very important as well and has an important impact on the growth and productivity of other sectors in the economy, especially in knowledge intensive industries.

A Masterplan for each of the eleven market towns across the region provides the opportunity to look at the unique features of each town and offers deliverables which will benefit the immediate and wider economy.

With the aim of bringing jobs, infrastructure and growth, the Market Towns Programme will enable each town to become and remain "vibrant and thriving places" whilst helping to boost the local and regional economy.

## PROGRAMME FUNDING CRITERIA

The CPCA is providing capital investment to mobilise each town masterplan and to act as a funding catalyst to securing additional investment. This is an open call – that will last until all available resources have been invested, or the Board decides to issue further instruction.

This Investment Prospectus outlines the process that allocates funding and manages the process post allocation. A transparent and consistent approach has been established to oversee delivery of the Market Towns Programme. All funding applications will be assessed in accordance with specific call specifications & criteria (including match funding and value for money), set against delivery and implementation of each CPCA approved Masterplan.

**Given the transformative aims of the Programme, the CPCA is especially keen to see movement on the more ambitious projects set out in the Masterplans and prospectuses for growth and will prioritise these. And whilst there will be opportunities for longer term projects, applications will have more chance of approval if they can also demonstrate fast impact, especially to support COVID economic recovery over the next 9 months to the new financial year when unemployment impacts of COVID are expected to peak. Applicants are encouraged to explicitly set out how project proposals respond to the challenge of a post Covid-19 economy and how they help reshape and transform the high street and towns, so they are fit for the future.**

Applicants are asked to also consider promoting healthier lifestyles for market town communities – including active travel & air quality benefits and supporting a greener economy.

To secure funding, local authority leads will be invited to submit bids against the following programme eligibility and funding criteria:

- Market Towns funding is allocated to East Cambridgeshire, Fenland, and Huntingdonshire and cover the market towns of St Neots, St Ives, Huntingdon, Ramsey, Wisbech, March, Chatteris, Whittlesey, Ely, Soham and Littleport.
- Market Towns funding must be spent at the latest by 31 March 2022, or earlier as specified within the funding agreement. Deliverability of projects will be an important factor in appraising proposals.
- Proposals are invited to support the mobilisation of each Masterplan and against activities which address the needs and those interventions identified as required to drive targeted growth and regeneration of each town.
- Proposals will be required to set out how they can support the tailoring of local economic policy for each market town to increase the attractiveness of towns for the new generation of lifestyle entrepreneurs.
- The prospectus is seeking proposals for capital investment only. There is no revenue funding available through this prospectus.
- CPCA funding will be provisionally shared across the 10 market towns, with applicants able to bid for up to £1m of capital funding for each town. Consideration will be given to a variety of funding proposals, and applicants will have the opportunity to bid for one or few investments (several smaller scale interventions) against the £1m funding cap for each town. Any unallocated funds will be made available to all 11 market towns.
- In addition, the CPCA has also agreed to recycle £3.1m market town investment back into St Neots and this will be also administered through the Investment Prospectus process. This makes the total CPCA investment being pledged to support delivery of Market Town masterplans is £13.1m across the 11 market towns.
- If the total project(s) cost is likely to exceed the £1m threshold for each town, then a demonstration of a phasing approach would help show how initial funds can be used now, while raising additional funds or investment from other sources.
- Applicants should seek their own advice on State Aids implications of the proposed project, and evidence of this will be sought as a condition of funding. Combined Authority funding cannot be used towards State Aids or other legal costs incurred by the project delivery body as part of the application process. The Combined Authority will not reimburse legal or other costs incurred during applications, whether the application successful or unsuccessful in seeking funding.

## **COVID RECOVERY**

Applicants are also be asked to consider how market towns can support Covid-19 recovery for Cambridgeshire & Peterborough, focusing on the anticipated changes in behaviour around the use of public transport, commercial and public community space, and the revitalisation of High Streets.

Proposals should outline how market town interventions can help support and sustain Government recovery plans based on new econometrics around increased home/remote working and shared commercial space, improve public transport systems, repurpose community space and enhance infrastructure connectivity.

## **APPLICATION PROCESS & FUNDING APPROVAL**

- The process will be a one-stage application process and applicants will be invited to complete an application form for each project to the Combined Authority. Applicants will have the opportunity to have initial discussions with relevant Combined Authority officers regarding eligibility and the suitability of the proposed project.
- Due diligence and appraisal will be initially managed by the Combined Authority, where the strategic need, economic and commercial case for each project proposal will be examined based on delivery of CPCA approved Masterplans.
- All proposals will be assessed against a set of appraisal metrics. Appraised applications will be scored and ranked based of the programme criteria. This approach will help manage any oversubscription of programme funds.
- Recommendations will be brought to the Entrepreneurial Advisory Panel (EAP) for independent review and then onto the CA Board for approval.
- It is expected that project proposals will be brought to Combined Authority Board for approval in July, September, and November 2020 for approval. The submission timeline for the next three Board cycles are as follows:
  - **July Combined Authority Board** (Wednesday 5 August 2020) \* for those proposals already in development and discussed with CPCA officers.

APPLICATION DEADLINE – FRIDAY 10 JULY 2020

- **September Combined Authority Board** (30 September 2020)

APPLICATION DEADLINE – FRIDAY 11 SEPTEMBER 2020

- **November Combined Authority Board** (25 November 2020)

APPLICATION DEADLINE – FRIDAY 30 OCTOBER 2020

## **FURTHER INFORMATION**

- Application Form & Guidance



**CAMBRIDGESHIRE & PETERBOROUGH**  
COMBINED AUTHORITY

## **APPENDIX B**

# **GUIDANCE FOR MARKET TOWN FUNDING APPLICATIONS**

**June 2020**



## **CONTENT**

1. Key Purpose
2. Project Details
3. Project Deliverables
4. Funding Award Process
5. Supporting Documentation
6. Project Variance
7. Project Monitoring



## 1. Key Purpose

This guide is to assist district authorities applying for Market Town Funds to understand the process and the procedures in place at Cambridgeshire & Peterborough Combined Authority (CPCA) prior to and once funding has been agreed.

It covers the following:

- Proposal development
- Application
- Requesting any changes
- Reporting structure
- Key documents

## 2. Project Details

CPCA has committed capital funding to support economic growth of key market towns and to facilitate implementation of approved Masterplans, developed in partnership with district partners.

The Investment Prospectus outlines the process that allocates funding and manages the process post allocation. A transparent and consistent approach has been established to oversee delivery of the Market Towns Programme. Given the transformative aims of the programme, the CPCA is especially keen to see movement on the more ambitious projects set out in the Masterplans and prospectuses for growth and will prioritise these.

There will be opportunities for longer term projects, but applications will have more chance of approval if they can also demonstrate fast impact, especially to support COVID economic recovery over the next 9 months to the new financial year when unemployment impacts of COVID are expected to peak.

Applicants are encouraged to explicitly set out how project proposals respond to the challenge of Covid-19 recovery and helps reshape the high street to transform it, so it is fit for the future. Applicants are also asked to consider promoting healthier lifestyles for market town communities – including active travel benefits, air quality benefits and supporting a greener economy.

If the total project(s) cost is likely to exceed the £1m threshold for each town, then a demonstration of a phasing approach would help show how initial funds can be used now, while raising additional funds or investment from other sources.

## 3. Project Deliverables

Please refer to the below table and guidelines in setting out the project outputs and outcomes:

<b>Employment &amp; Skills</b>					
Number of permanent jobs to be created	Number of temp jobs to be created	Number of indirect jobs to be created	Number of apprenticeships to be established – Level 1	Number of apprenticeships to be established – Level 2	Number of apprenticeships to be established – Level 3
<i>Amount of newly created full-time jobs.</i>	<i>Temporary jobs (construction of contract based) as a direct result of intervention.</i>	<i>Wider job impacts as a result of indirect intervention.</i>	<i>Amount of newly created apprenticeship opportunities as a direct result of intervention.</i>		
Area of learning/training space improved (m2)	Area of learning/training space rationalised (m2)	New learners assisted (on courses to full qualification)			
<i>Amount of training/learning floor space refurbished to improve building condition and/or fitness for purpose. For FE Colleges, this should be by estate grading. Figures to be provided following completion.</i>	<i>Amount of training/learning floor space rationalised to operate more efficiently.</i>	<i>The number of new learners assisted as a direct result of the intervention, in courses leading to a full qualification.</i>			
<b>Business &amp; Enterprise</b>					
Number of businesses receiving grant support (high street/town centres)	Number of businesses receiving grant support (wider town)	Number of businesses receiving non-financial support			
<i>Number of SMEs receiving grant funding support with the intention of improving</i>		<i>Number of SMEs receiving support (inc.</i>			



<i>performance (i.e. reduce costs, increase turnover/profit, innovation, exporting). To be counted where the support is at least £1,000.</i>		<i>advice and training with the intention of improving performance (i.e. reduce costs, increase turnover/profit, innovation, exporting).</i>			
<b>Commercial</b>					
Area of commercial floorspace to be created (m2)	Area of commercial floorspace to be refurbished (m2)	Area of public realm / outside space improved or enhanced (m2)	Area of commercial land / floorspace rationalised (m2)	Number of commercial premises with improved broadband access	
<i>Amount of newly created commercial floorspace as a direct result of intervention.</i>	<i>Amount of existing commercial floorspace improved or refurbished as a direct result of intervention.</i>	<i>Amount of newly created public realm improvements as a direct result of intervention.</i>	<i>Amount of commercial land or floorspace rationalised to operate more efficiently.</i>	<i>Amount of commercial properties with improved digital infrastructure and connectivity as a direct result of intervention.</i>	
<b>Transport</b>					
Length of new cycleway to be created (m)	Length of new footpaths to be created (m)	Number of new public transport services			
<i>Amount of newly created cycleway infrastructure as a direct result of intervention.</i>	<i>Amount of newly created footpath infrastructure as a direct result of intervention.</i>	<i>Amount of newly established transport links or improved services as a direct result of intervention.</i>			
<b>Development Sites &amp; Housing</b>					

Area of land to be developed (m2)	Number of new housing units/dwellings to be created	Number of new housing units/dwellings to be refurbished			
<i>At the impact site, the area and class of development to be completed. Floor areas should be measured in accordance with the RICS Code of measuring practice (6th edition) 2007. A building should be classified as completed once it is on the non-domestic rating list.</i>	<i>Amount of new housing infrastructure creating new dwellings as a direct result of intervention.</i>	<i>Amount of existing housing stock to be refurbished as a direct result of intervention.</i>			
<b>Community</b>					
Area of new community floorspace to be created (m2)	Area of community floorspace to be refurbished (m2)	Area of community floorspace rationalised (m2)	Number of community groups receiving grant support		
<i>At the impact site, the area and class of community use development to be completed.</i>	<i>Amount of existing community use floorspace improved or refurbished as a direct result of intervention.</i>	<i>Amount of community use floorspace rationalised to operate more efficiently.</i>	<i>Number of community-based groups receiving grant funding support with the intention of improving performance.</i>		

## 4. Funding Award Process

- a. Project Proposals
  - i. Ideas should come from the approved Masterplan for each town and the interventions recommended therein. Consideration should also be given to Covid response related interventions to support short-medium term economic recovery to March 2021. Furthermore, ideas should all link in some way to the [Cambridgeshire and Peterborough Local Industrial Strategy](#)
- b. Application
  - i. The Application will be developed and submitted by the lead organisation (district authorities) on behalf of each town based on wider consultation with town councils.
  - ii. Due diligence and appraisal will be initially managed by the CPCA, where the strategic need, economic and commercial case for the projects will be examined based on proposed interventions for each town. All proposals will be assessed against an agreed set of appraisal metrics, and independent appraisals will be commissioned if needed for complex projects.
  - iii. The application and appraisal report will be submitted to CA Board and the project is recommended for approval, approval with conditions or rejection.
  - iv. If the project is deemed unsuitable for funding the lead organisation will be informed within 5 working days of the CA Board decision.
  - v. If the lead organisation wishes they can update the Application taking into account, the feedback from the CA Board and resubmit their project or they can stop the process.
  - vi. If the project is recommended for funding with conditions those conditions must be met before final approval is given by the CA Board.
  - vii. Once full approval is given the lead organisation will be issued with an Approval Letter.
  - viii. Further contractual arrangements are entered into with the CPCA Legal Team and are based on whether the funds are a grant fund or a loan arrangement.

## 5. Supporting Documentation

In order for your Application Form to progress you will need to provide additional supporting documents, these are:

- a. *Project Plan*
- b. *Risk Log*
- c. *Project cashflow spreadsheet*

## 6. Project Variance

A change to the project could be generated because of changes to:

- a. Cost
- b. Time
- c. Scope.

Any changes will be submitted by the lead organisation on the correct form and recommendations will be made to the CA Board.

The lead organisation will be informed via a formal Project Variation letter within 10 working days of the request being submitted.

## **7. Project Monitoring**

- a. A [claim form](#) requesting payment and milestone update is required monthly/weekly.
- b. A formal highlight report is required monthly and should be completed by the Project Manager identified in the Application.



# APPENDIX C

## CPCA MARKET TOWNS PROGRAMME FUNDING APPLICATION FORM

APPLICANT DETAILS			
<b>Project Title</b>			
<b>Market Town</b>			
<b>Lead Authority</b>			
<b>UK Registered Address</b>			
<b>Contact Person</b>  (please include job title and project role)			
<b>Contact Telephone</b>			
<b>Contact Email</b>			
<b>VAT Registration Number</b>		<b>Companies House Registration Number</b>	
<b>Number of Employees</b>			
<b>Key Documents in Place</b>	Equal Opportunities/Diversity Policy	Yes	No
	Modern Slavery Policy	Yes	No
	Health & Safety Policy	Yes	No
<b>We do not require copies of these policies at this stage, please circle as appropriate</b>			

PROJECT DETAILS
<b>Project Description – please provide details of the project and what specifically will be delivered (please refer to the Investment Prospectus and Guidance)</b>



<b>Project Partners - please list any key partners in the project and the engagement on the project to date</b>	
<b>Proposed project Start date</b>	
<b>Proposed project Completion date</b> <b>(Please note: CPCA Market Towns funding must be spent by the project delivery body by 31 March 2022)</b>	
<b>Key Milestones – please detail project phasing to delivery</b>	

<b>PROJECT DELIVERABLES</b>	
<b>Project Outcomes - please indicate how the project will deliver against job outputs and wider economic outcomes, including any increases in productivity and volumes of trade exports (<u>please refer to the Investment Prospectus and Guidance</u>)</b>	
<b>Which key sector(s) does this project intend to support?</b>	
<b>Is the project part of a wider development/programme/project? If so, please</b>	





<b>provide details</b>	
<b>What is the current status of your project (or key elements)?</b>	
E.g. In development, Outline design, Planning approved, Ready to start or Project underway?	
<b>Is Planning Permission required? If so, by when is this anticipated?</b>	
<b>If the project includes development or redevelopment of land or premises, please indicate whether your organisation has control of the site or when you expect to have control or ownership</b>	

<b>SITE DETAILS (FOR CONSTRUCTION PROJECTS)</b>	
<b>Location</b>	
<b>Site Ownership</b>	
<b>Current Use</b>	
<b>Proposed Use</b>	
<b>Site Area (ha)</b>	
<b>Existing Built Floorspace (sqm)</b>	
<b>Planning Permissions?</b>	
<b>Section 106 Agreements?</b>	
<b>Existing Land Charges or Restrictions?</b>	

<b>SITE DETAILS (FOR REFURBISHMENT PROJECTS)</b>	
<b>Location</b>	
<b>Site Ownership</b>	



<b>Current Use</b>	
<b>Proposed Use</b>	
<b>Site Area (ha)</b>	
<b>Existing Built Floorspace (sqm)</b>	
<b>Planning Permissions?</b>	
<b>Section 106 Agreements?</b>	
<b>Existing Land Charges or Restrictions?</b>	

PROJECT OUTPUTS 2020/21					
Project Outputs - please indicate how the project will deliver against the outputs below – complete only those that apply to your project.					
<b>Employment &amp; Skills</b>					
Number of permanent jobs to be created	Number of temp jobs to be created	Number of indirect jobs to be created	Number of apprenticeships to be established – Level 1	Number of apprenticeships to be established – Level 2	Number of apprenticeships to be established – Level 3
Area of learning/training space improved (m2)	Area of learning/training floorspace rationalised (m2)	New learners assisted (on courses to full qualification)			
<b>Business &amp; Enterprise</b>					
Number of businesses receiving grant support (high street/town centres)	Number of businesses receiving grant support (wider town)	Number of businesses receiving non-financial support			
<b>Commercial</b>					
Area of commercial floorspace to be created (m2)	Area of commercial floorspace to be refurbished (m2)	Area of public realm / outside space improved or enhanced (m2)	Area of commercial land / floorspace rationalised (m2)	Number of commercial premises with improved broadband access	
<b>Transport</b>					
Length of new cycleway to be created (m)	Length of new footpaths to be created (m)	Number of new public transport services			



<b>Development Sites &amp; Housing</b>					
Area of land to be developed (hectares)	Number of new housing units/dwellings to be created	Number of new housing units/dwellings to be refurbished			
<b>Community</b>					
Area of new community floorspace to be created (m2)	Area of community floorspace to be refurbished (m2)	Area of community floorspace rationalised (m2)	Number of community groups receiving grant support		

PROJECT OUTPUTS 2021/22					
Project Outputs - please indicate how the project will deliver against the outputs below – complete only those that apply to your project.					
<b>Employment &amp; Skills</b>					
Number of permanent jobs to be created	Number of temp jobs to be created	Number of indirect jobs to be created	Number of apprenticeships to be established – Level 1	Number of apprenticeships to be established – Level 2	Number of apprenticeships to be established – Level 3
Area of learning/training space improved (m2)	Area of learning/training floorspace rationalised (m2)	New learners assisted (on courses to full qualification)			
<b>Business &amp; Enterprise</b>					
Number of businesses receiving grant support (high street/town centres)	Number of businesses receiving grant support (wider town)	Number of businesses receiving non-financial support			
<b>Commercial</b>					
Area of commercial floorspace to be created (m2)	Area of commercial floorspace to be refurbished (m2)	Area of public realm / outside space improved or enhanced (m2)	Area of commercial land / floorspace rationalised (m2)	Number of commercial premises with improved broadband access	
<b>Transport</b>					
Length of new cycleway to be created (m)	Length of new footpaths to be created (m)	Number of new or improved public transport services			



<b>Development Sites &amp; Housing</b>					
Area of land to be developed (hectares)	Number of new housing units/dwellings to be created	Number of new housing units/dwellings to be refurbished			
<b>Community</b>					
Area of new community floorspace to be created (m2)	Area of community floorspace to be refurbished (m2)	Area of community floorspace rationalised (m2)	Number of community groups receiving grant support		

**PROJECT OUTPUTS 2022/23 (Onwards)**
**Project Outputs - please indicate how the project will deliver against the outputs below – complete only those that apply to your project.**
**Employment & Skills**

Number of permanent jobs to be created	Number of temp jobs to be created	Number of indirect jobs to be created	Number of apprenticeships to be established – Level 1	Number of apprenticeships to be established – Level 2	Number of apprenticeships to be established – Level 3
Area of learning/training space improved (m2)	Area of learning/training floorspace rationalised (m2)	New learners assisted (on courses to full qualification)			

**Business & Enterprise**

Number of businesses receiving grant support (high street/town centres)	Number of businesses receiving grant support (wider town)	Number of businesses receiving non-financial support			

**Commercial**

Area of commercial floorspace to be created (m2)	Area of commercial floorspace to be refurbished (m2)	Area of public realm / outside space improved or enhanced (m2)	Area of commercial land / floorspace rationalised (m2)	Number of commercial premises with improved broadband access	

**Transport**

Length of new cycleway to be created (m)	Length of new footpaths to be created (m)	Number of new or improved public transport services			



<b>Development Sites &amp; Housing</b>					
Area of land to be developed (hectares)	Number of new housing units/dwellings to be created	Number of new housing units/dwellings to be refurbished			
<b>Community</b>					
Area of new community floorspace to be created (m2)	Area of community floorspace to be refurbished (m2)	Area of community floorspace rationalised (m2)	Number of community groups receiving grant support		





FINANCIAL DETAILS				
Total Project Costs				
Total Capital				
Total Revenue				
Total Market Town Funds requested				
Please provide a financial summary for the project. All information should relate to the project for which Growth Funds are being sought				
	2020/21	2021/22	2022/23 onwards	TOTAL COSTS
<b>COSTS (£)</b>				
<b>TOTALS</b>				
Please submit any information which substantiates these values and costs				

PROJECT FUNDING			
Please provide details of the funding already secured and/ or any being sought in addition to Market Town Funds, including, where appropriate any funding certificates			
SOURCE	VALUE (£)	TYPE (CAP/REV)	STATUS
Please confirm the projected expenditure profile for the Market Town Funding requested			
MILESTONE	AMOUNT (£)	DATE	
Please describe any other options (including funding options) that have been considered and explain why the amount being requested is the minimum necessary in order for the project to proceed			

STATE AIDS
Please confirm the Project is State Aid compliant: <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/325465/bis-14-943-state-aid-general-block-exemption-guidance.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/325465/bis-14-943-state-aid-general-block-exemption-guidance.pdf</a>
(Please provide a copy of any legal advice received in this respect)



<b>PROJECT RISKS</b>
<b>What are the key risks associated with the project and identified mitigation measures?</b>
<b>Do you have any additional comments/information to support your application?</b>

<b>DECLARATION</b>	
<ul style="list-style-type: none"><li>• I/We certify that to the best of our knowledge the information provided is a true and accurate reflection of our business circumstances. If this is found not to be the case the application will be declined without any further reference to us.</li><li>• I/We authorise Cambridgeshire &amp; Peterborough Combined Authority (CPCA) undertake any searches or other investigations deemed necessary in the assessment of my/our application. CPCA is under no obligation to notify me/us of the nature of these searches.</li><li>• I/We authorise CPCA to notify HM Government Ministry of Housing, Communities &amp; Local Government (MHCLG) and any of its subsidiaries of our application, where, in the opinion of CPCA, alternative and more appropriate sources of funding may be available.</li><li>• I/We confirm that CPCA may make enquiries of any person who may have access to information relevant to my/our application without prior reference to me/us.</li><li>• I/We agree that CPCA may use our company name in conjunction with their marketing activities.</li><li>• I/We agree that CPCA's decision is final.</li><li>• I/We have read and understood the features and eligibility criteria of the Programme.</li></ul>	
<b>Signature</b>	
<b>Name</b>	
<b>Position</b>	
<b>Date</b>	

### APPLICATION CHECKLIST

Please check you have included copies the following with your completed application:

- A completed and signed application form
- A spreadsheet setting out the timeline for drawing down funds against key project milestones
- A project cashflow spreadsheet (setting out all project costs and Market Towns funding)
- A completed Project Plan (template provided)
- A completed Risk Log (template provided)
- Lead organisation Health & Safety Policy
- Lead organisation Anti Slavery Policy
- Lead organisation Equal Opportunity Policy

Please note

- Submissions must be electronic
- Applicants agree to the information contained in this form being processed by Cambridgeshire & Peterborough Combined Authority for the express use of statistical analysis

### COMPLETED APPLICATIONS

Please return completed Application forms to:

[Domenico.Cirillo@cambridgeshirepeterborough-ca.gov.uk](mailto:Domenico.Cirillo@cambridgeshirepeterborough-ca.gov.uk)

If you have any queries, please contact the CPCA on 01480 277180

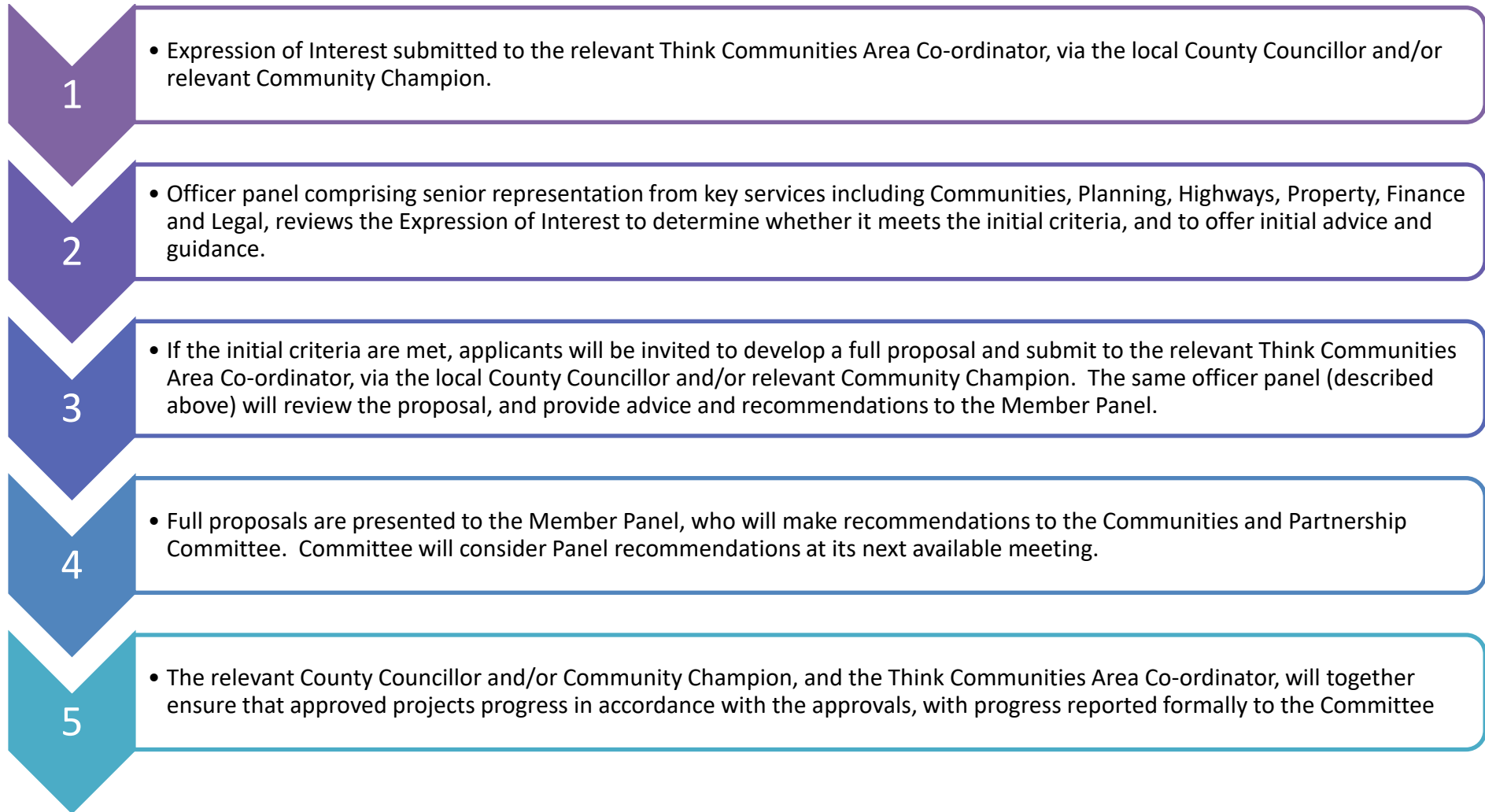
## APPENDIX D

### SUMMARY OF GROWING FENLAND PROJECTS TO BE SUBMITTED FOR APPROVAL AT CPCA BOARD MEETING ON 30.09.20

REF	PROJECT	DESCRIPTION	FUNDING TO BE REQUESTED	MATCH FUNDING	MATCH FUNDING PROVIDER	CAPITAL COST IMPLICATIONS FOR FDC	REVENUE COST IMPLICATIONS FOR FDC (PER YEAR)
CHA2	Create a community project funding pot	Refurbishment of street furniture and ornate streetlamps together with a community grant pot available to community groups and small businesses to provide enhancements to high-traffic areas in the town centre.	£100,000.00	TBC	TBC	£0.00	£0.00
WHI1	Interactive flooding signs	Interactive signs which will signal when the B1040 is closed due to flooding and can also be used to communicate other information to passing drivers	£56,500.00	£8,000.00	Whittlesey Town Council	£500.00	£0.00
				£500.00	FDC Leaders fund		
WIS3	Wisbech Market Place	Modifications to Wisbech Market Place as part of a town centre improvement initiative	£200,000.00	£200,000.00	Wisbech Town Council	£0.00	£0.00

# APPENDIX E

## SUMMARY OF APPLICATION PROCESS FOR CCC £5M COMMUNITIES CAPITAL FUND



**APPENDIX F**

**CCC £5m Communities Capital Fund**

**APPROVED SUBMISSIONS (FUNDING AWARDED)**

REF	PROJECT NAME	BRIEF DESCRIPTION	CAPITAL FUNDING REQUIRED	MATCH FUNDING	PROJECT MANAGEMENT LEAD	DATE SUBMITTED	COMMENTS
3	March Town Rugby Club	<ul style="list-style-type: none"> <li>New Club House facility</li> </ul>	£194,000	£126,000 – Sport England £TBC – March Rugby Club £TBC – Taylor Wimpy	March Town Rugby Club	30.04.20	£234,000 funding approved
6	West End Park (March)	<ul style="list-style-type: none"> <li>Improve Park Run surface</li> <li>Tarmac path from park entrance to bandstand</li> <li>Enhance junior play area</li> <li>Skate Park Fence</li> </ul>	£75,000	£7,500 – FDC play area funding £2,500 – March Town Council £2,000 – in kind support from CCC	FDC	30.04.20	
8	Estover Park, March	<ul style="list-style-type: none"> <li>Install fencing around whole site</li> <li>Lay pathways and patio</li> <li>Furnish kitchen and café area</li> </ul>	£35,000	£6,000	March Town Council	Not recorded	
10	Tower Hall, Friday Bridge	<ul style="list-style-type: none"> <li>Provide 'fit for purpose' disabled toilet and improve other toilets</li> <li>Install solar panels with battery back up</li> </ul>	£36,000	£3,000 – Tower Hall £3,000 – Elm Parish Council (TBC)	Elm Parish Council	Not recorded	Maximum of £36k will be awarded, subject to confirmation of written quotes and planning permission.
14	Wisbech Market Place Enhancement Scheme	<ul style="list-style-type: none"> <li>Enhancements to Wisbech Market Place</li> </ul>	£150,000	£50,000 - Wisbech Town Council	Wisbech Town Council	01.05.20	
18	Christchurch Outdoor Equipment	<ul style="list-style-type: none"> <li>Details not available</li> </ul>	£15,000	Details not available	Possibly Christchurch Parish Council?	Not recorded	
19	Gorefield Extension to community parish hall	<ul style="list-style-type: none"> <li>Details not available</li> </ul>	£198,000	Details not available	Possibly Gorefield Parish Council?	Not recorded	

**PROJECTS AWAITING DECISION**

REF	PROJECT NAME	BRIEF DESCRIPTION	CAPITAL FUNDING REQUIRED	MATCH FUNDING	PROJECT MANAGEMENT LEAD	DATE SUBMITTED	COMMENTS
7	Wisbech Park – Changing Rooms Conversion	<ul style="list-style-type: none"> <li>Convert existing changing room block into a community arts space</li> </ul>	£240,000	£10,000 – FDC £10,000 - Wisbech Town Council £5,000 (TBC) – Arts Council	FDC	Not recorded	To be considered at 3 Sept Committee meeting.

## DRAFT 6 MONTH CABINET FORWARD PLAN – Updated 27 August 2020



(For any queries, please refer to the published forward plan)

### CABINET

CABINET DATE	ITEMS	LEAD PORTFOLIO HOLDER
21 Oct 2020	<ol style="list-style-type: none"> <li>1. Project Update – Growing Fenland and CCC Capital Community Fund</li> <li>2. Freedom Leisure Update</li> <li>3. Housing Delivery Test</li> <li>4. Cabinet Draft Forward Plan</li> </ol>	Cllr Boden Cllr French Cllr Benney Cllr Clark Cllr Laws Cllr Boden
17 Nov 2020	- Reserve meeting date -	
14 Dec 2020	<ol style="list-style-type: none"> <li>1. Treasury Management Strategy Statement &amp; Annual Investment Strategy Mid Year Review 2020/21</li> <li>2. Draft Business Plan</li> <li>3. Draft Budget 2021/22 &amp; Mid Term Financial Strategy</li> <li>4. Local Council Tax Reduction Scheme Review 2020/21</li> <li>5. Fees &amp; Charges</li> <li>6. Project Update – Growing Fenland and CCC Capital Community Fund</li> <li>7. Cabinet Draft Forward Plan</li> </ol>	Cllr Boden  Cllr Boden Cllr Boden  Cllr Boden  Cllr Boden Cllr Boden Cllr French Cllr Benney Cllr Boden
12 Jan 2021	<ol style="list-style-type: none"> <li>1. Project Update – Growing Fenland and CCC Capital Community Fund</li> <li>2. Cabinet Draft Forward Plan</li> </ol>	Cllr Boden Cllr French Cllr Benney Cllr Boden
TBC Late Jan 2021	<ol style="list-style-type: none"> <li>1. Draft Local Plan</li> <li>2. Project Update – Growing Fenland and CCC Capital Community Fund</li> <li>3. Cabinet Draft Forward Plan</li> </ol>	Cllr Laws Cllr Boden Cllr French Cllr Benney Cllr Boden
23 Feb 2021	<ol style="list-style-type: none"> <li>1. Business Plan 2021/22</li> <li>2. Corporate Budget 2021/22 &amp; Mid-Term</li> </ol>	Cllr Boden Cllr Boden

<b>CABINET DATE</b>	<b>ITEMS</b>	<b>LEAD PORTFOLIO HOLDER</b>
	Financial Strategy 3. Project Update – Growing Fenland and CCC Capital Community Fund  4. Cabinet Draft Forward Plan	Cllr Boden Cllr French Cllr Benney Cllr Boden