APPENDIX 1

Soham Town Council

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Town Clerk D. E. Marshall
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Cambridgeshire County Council
Shire Hall,
Castle Hill
Cambridge CB3 0AP

31st August 2017

Request for Cambridgeshire County Council Highways (CCC) to undertake an up to date (2017) full transport survey and assessment including vehicle (type and number) audit for the town of Soham, Cambs.

Request for advocacy and support to traffic audit for Soham from County Ward Cllrs Hunt & Raynes

Dear County Cllrs Hunt & Raynes

Soham Town Council's (STC) Planning Committee as well as the full Council acknowledges the housing (growth) requirements currently stipulated by Central Government and as consequence both the obligation and pressure placed on Planning Authorities such as East Cambridgeshire District Council (ECDC) to bring forward and fulfil 5 year land supply's for this activity under Local Plans.

However the Planning Application and Approval Process performed by ECDC appears to be procedurally geared to consider planning applications on a 'case by case' basis looking no further than the current proposal under its review and determination and in isolation of any other applications whether they are already approved (be they in active or inactive build stage), in process (at the planning application stage) or projected under the Local Plan.

Where large scale housing development is of an individual, unusual or exceptional circumstance then the additive (step) effect to local infrastructure provision can usually be, from any inherent excess capacities within those current systems and services, 'absorbed' (ameliorated) above that of current (present residents) needs and demands.

However where high numbers of planning applications (PA's) are received comprising of an equally high numbers of dwellings such inherent local infrastructure capacities and resources become quickly exhausted.

The number of new houses built in Soham since 2014 is recorded at 563 (source data Anglian Revenue Partnership) representing a 12 % increase over existing total housing numbers. According to a recent request made to the Planning Authority there are an additional 355 houses that have

APPENDIX 2

Environment Agency

Flood map for planning

Your reference	Location	Created
STC	**558825/273519**	**8 Dec 2017 9:56**

Your selected location is in flood zone 1, an area with a low probability of flooding.

This means:

- you don't need to do a flood risk assessment if your development is smaller than 1 hectare and not affected by other sources of flooding
- you may need to do a flood risk assessment if your development is larger than 1 hectare or affected by other sources of flooding or in an area with critical drainage problems

Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

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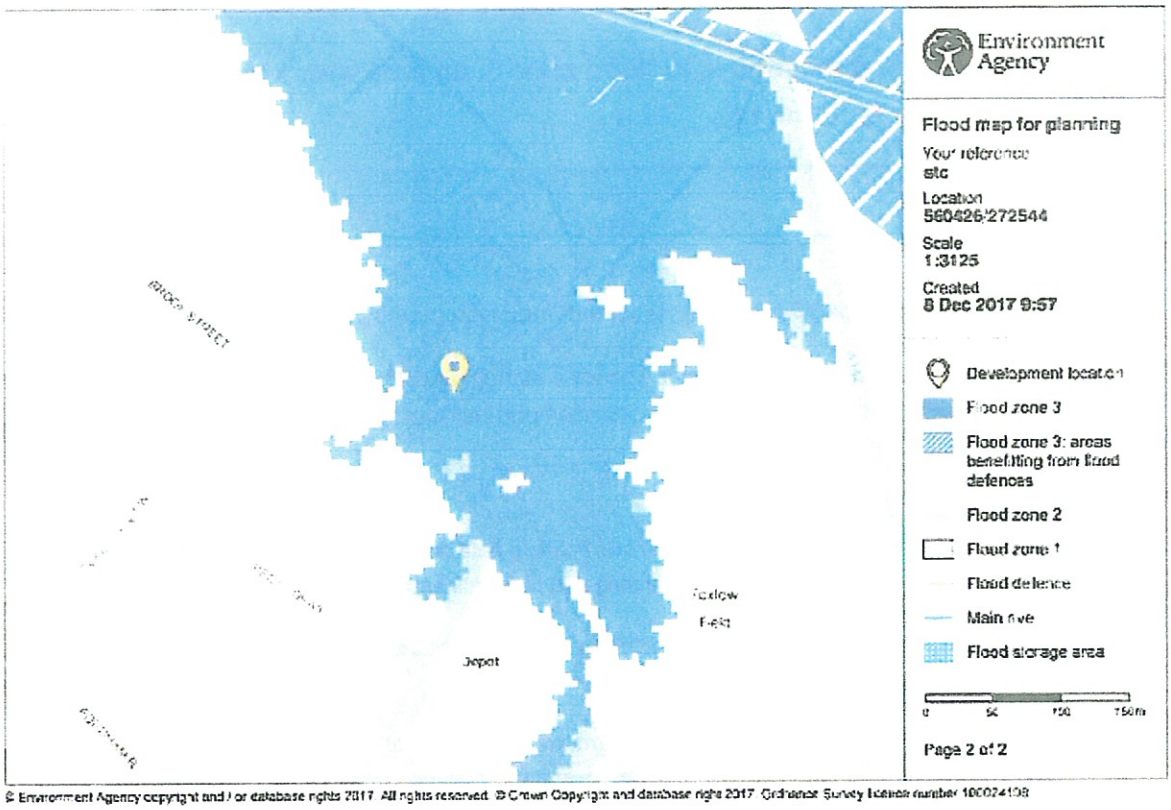
https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/



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APPENDIX 4

Addendum to the pre-planning assessment report dated 3 August 2015

Project Title:

Land South of Fordham Road, Soham

Anglian Water Services contact:

Rob Morris
Senior Growth Planning Engineer
Thorpe Wood House
Thorpe Wood
Peterborough
PE3 6WT
Mobile Number: 07702341018
Our reference number: 7599
31 December 2015

1. Summa

This report has been undertaken in response to an enquiry from JMS Consulting Engineers to determine the impact of flows from the site at land South of Fordham Road, Soham on the performance of the existing foul sewer network. It should be read in conjunction with the pre-planning report dated 3 August 2015, which indicated that a direct connection to the public foul sewer system is likely to have a detrimental effect on the existing sewerage network. Further hydraulic modelling is required to enable Anglian Water to provide a solution for draining the foul flows from the proposed development.

The analysis has been performed on the foul system only. There has been no consideration of the surface water flows as this is not within the scope of the study.

The additional foul flows from the development site comprising 130 dwellings were modelled connecting to manhole reference no. TL59727301 (NGR TL5974472326) located on Butts Road.

The study concludes that the development will cause detriment to the capacity of the sewer system and will result in increased flood risk downstream of the proposed connection point.

In order to mitigate the impact of the proposed development upon the network the following option is recommended. This also includes an option to remove the overflow at Cherry Tree Pumping Station which is close to the development site:

- Provide 120m^3 of offline storage at manhole TL59727302.
- Provide 26m^3 storage at Mill Corner Consented Storm Overflow (CSO)
- Provide 99m^3 storage from a new manhole just upstream of Cherry Tree Pumping Station (SOHCSP)

Note: At the request of the customer, as part of the optioneering, the overflow at SOHCSP has been removed as the discharge for this overflow was within the proposed development site.

The predicted total capital scheme cost for the required off-site mitigation only solution is £735,885 with an indicative developer contribution of £293,990. The predicted total embodied carbon (tCO_2e) is 102.44. The predicted water footprint (m^3H_2Oe) is 74.78.

The topography of the site indicates that a pumped regime is required. Due to the proximity of the site to the connection point it is assumed that the developer will provide the necessary infrastructure to convey flows from the site to the network.

The contents of this report and costs supplied are an estimate based on a solution generated by a desktop hydraulic model. These are estimated figures which are not to be relied upon without further detailed investigations.

2. Hydraulic Modelling and Solutions

The proposed development site is located off Fordham Road in Southern area of the Soham catchment (see Figure 1). Foul flows from this site drain via gravity to Mill Corner Terminal Pumping Station (TPS) before being pumped up to Soham Water Recycling Centre (WRC) which is located to the north of the town. The proposed development comprises of 130 dwellings only.

To enable the analysis to be performed the existing hydraulic model for Soham was used. The model covering this area of Soham includes all network upstream of Mill Corner TPS which then pumps all flows directly to the WRC. This was updated to include any recent changes to the system.

The modelling assumptions are presented in Appendix 1.

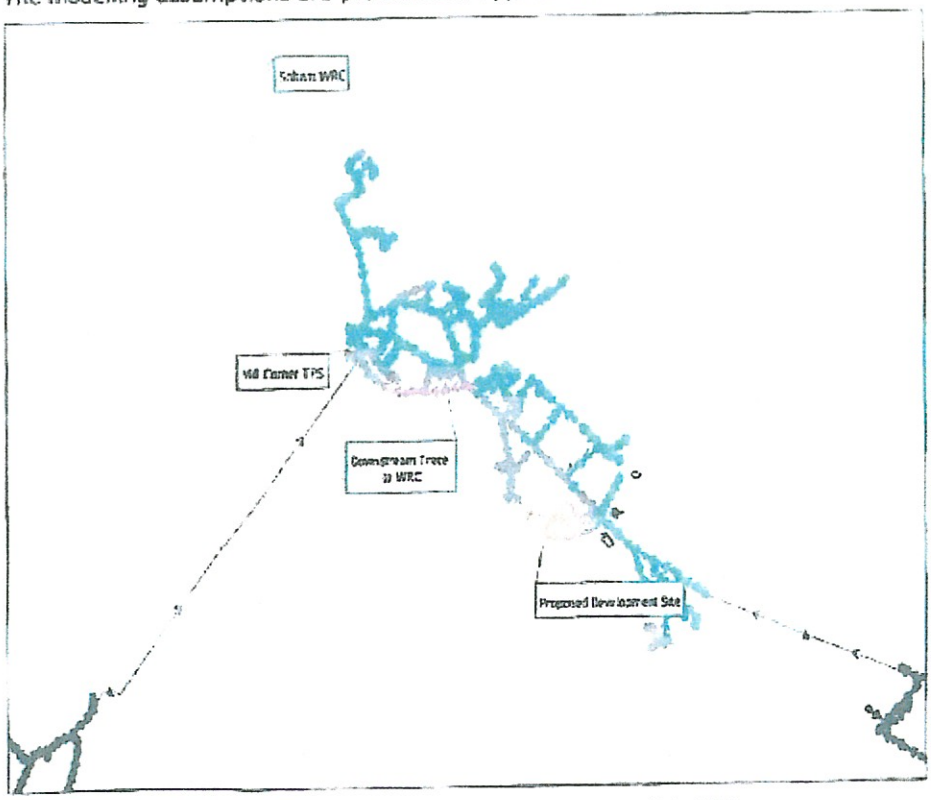


Figure 1: Showing the location of the development site and the proximity of the WRC

Proposed connection point

The proposed connection point for the development is manhole TL59727301 (NGR TL5974472326) located on The Butts (see Figures 2 and 3). The diameter of the sewer to which the proposed development will connect is 225mm. A review of the site

topography indicated that a gravity connection is not feasible. Consequently, the connection will be via a pumped regime.

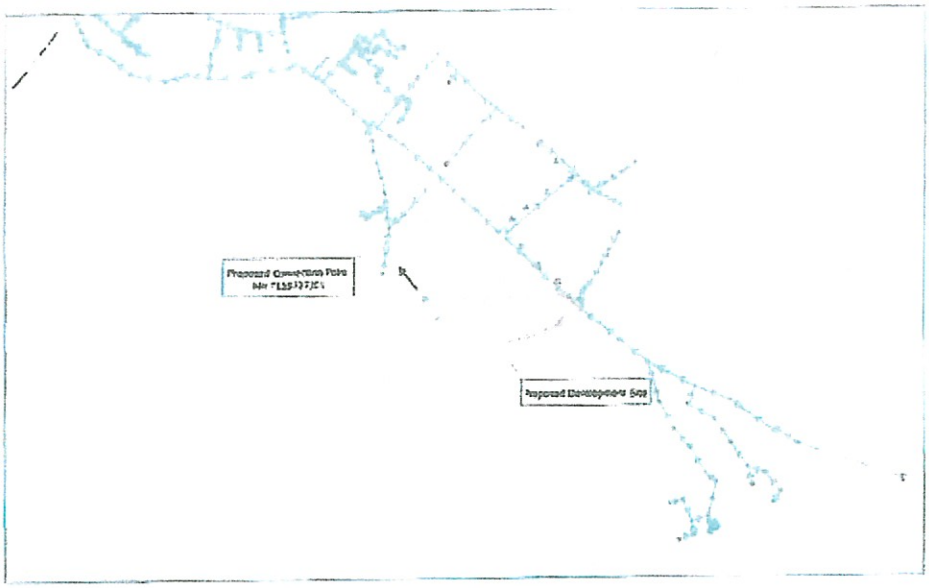


Figure 2: Showing the location of the proposed connection point

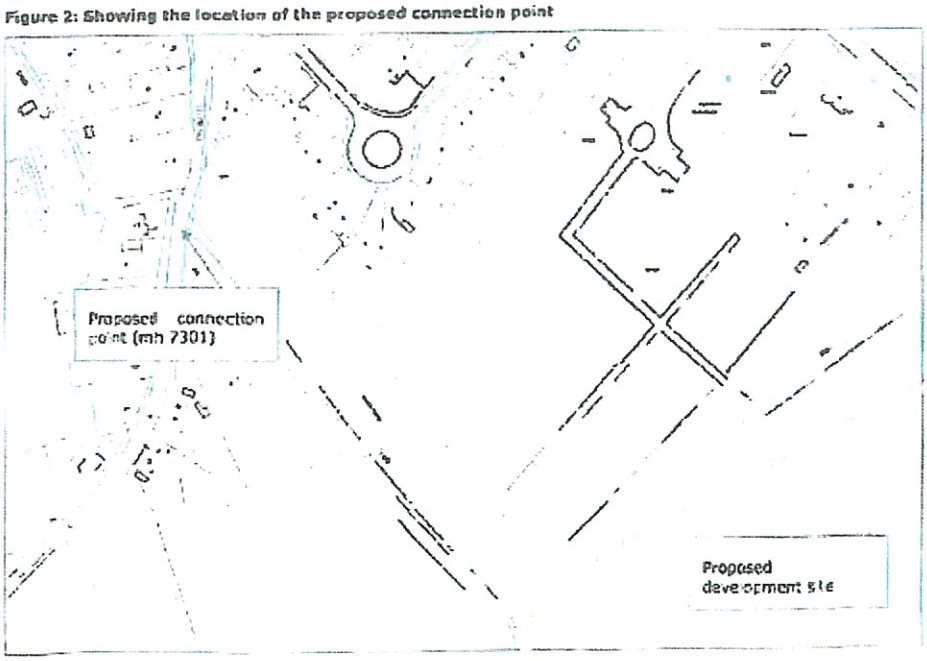


Figure 3: Showing the location of the proposed connection point

Hydraulic modelling

The hydraulic model was run to determine the existing sewer performance during a 1 in 20 year design storm using various durations. The model was then re-run with the estimated flows from the site connecting into manhole TL59727301 via a pumped connection.

The model predicts an increase in flooding at 10 manholes all of which are located downstream of the proposed development (see Figure 4). Minimal surcharging is predicted within the network with only 1 manhole where the increase in surcharge is above the trigger and target level (see Figure 5). There is also an increase in spill volume at Mill Corner CSO (see Figure 6).

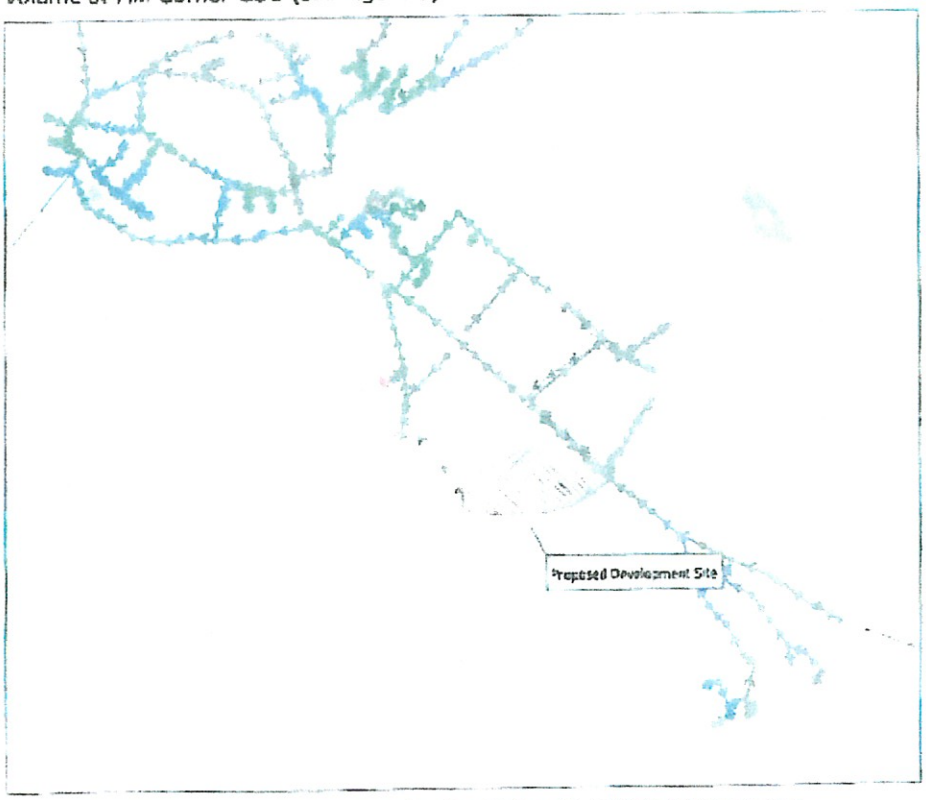


Figure 4: Showing locations where significant flooding detriment is predicted (shown in red)

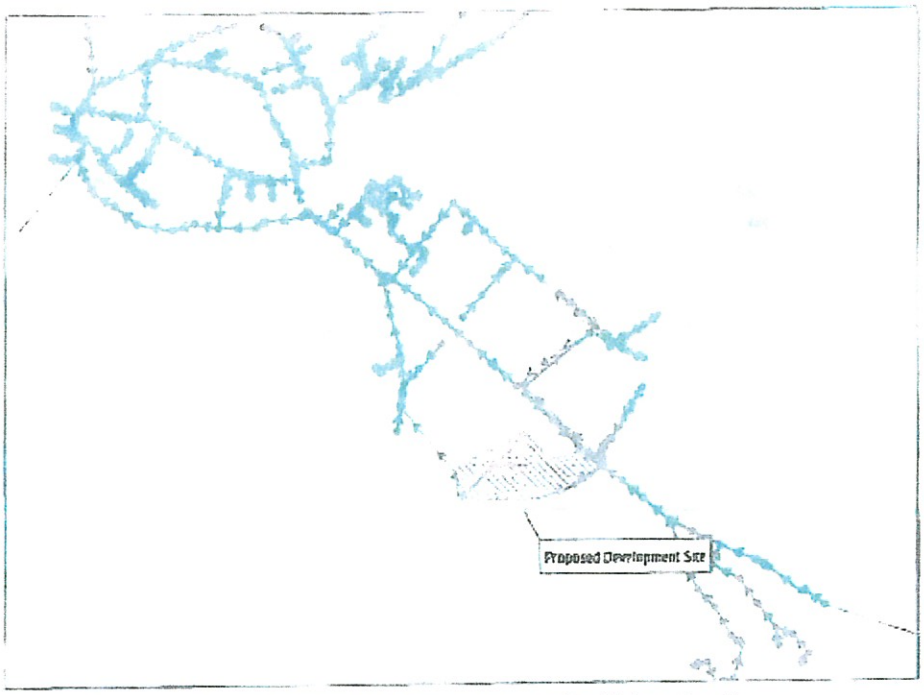


Figure 5: Showing locations where significant surcharging is predicted (shown in red)

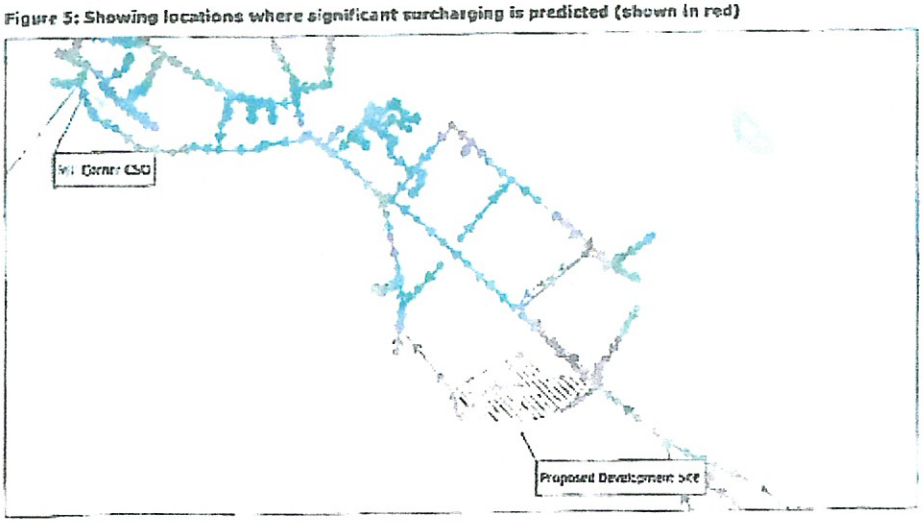


Figure 5: Showing locations of predicted CSO spill increase

The level of detriment predicted due to the additional flows from the development means that a mitigation solution will be required to allow the site to connect to the existing sewerage system.

Mitigation Solution

Mitigation solutions are designed to prevent detriment to the existing sewerage network performance during a 1 in 30 year critical duration storm event. This solution resolves the detriment caused by the additional flows from the development site but also removing the overflow at Cherry Tree PS:

The proposed mitigation solution comprises:

1. Provide 120m^3 of offline storage at manhole TL59727302.
2. Provide 26m^3 storage at Mill Corner CSO
3. Provide 99m^3 storage from a new manhole just upstream of Cherry Tree PS (SOHCSP)

Note: As part of the optioneering the overflow at Cherry Tree PS (SOHCSP) has been removed as the discharge for this overflow was within the proposed development site.

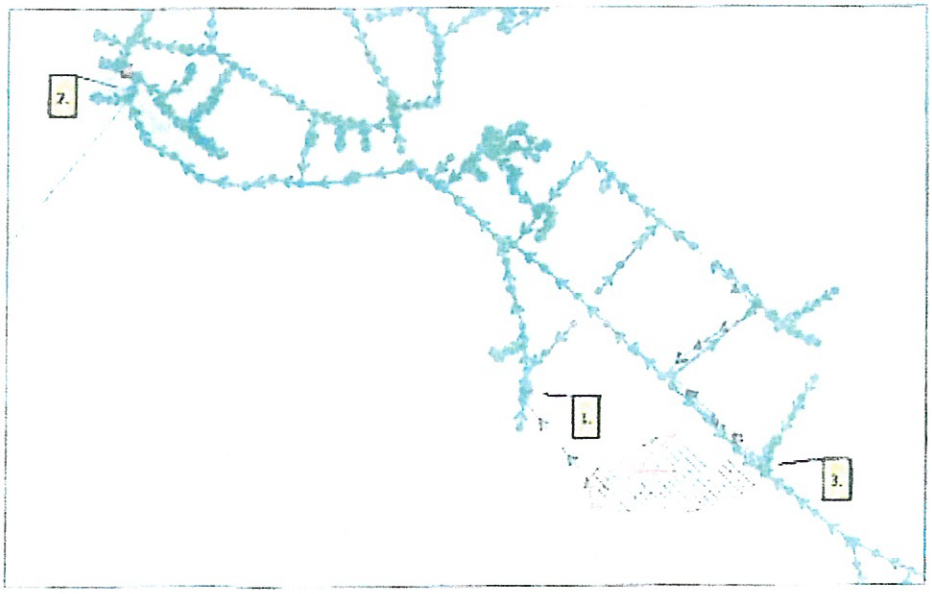


Figure 6: Showing the location of the proposed mitigation solution

Alternative Solutions

At detailed design stage alternative solutions may also be considered:

- A connection point into Cherry Tree Pumping station was considered but significant additional storage may have been required if the overflow from this pumping station was also removed, therefore this could have been a costly solution.

Existing Sewer Capacity

The study demonstrated that no dwellings can be connected without the need for off-site reinforcements.

3. Summary of Cost Estimates

The estimated cost for the proposed off-site mitigation solution is £735,885.

The Water Industry Act enables the developer to benefit from any wastewater revenue generated from the houses they have built. In simplified terms, future revenue from the new dwellings is offset from the developer's contribution. Instead of paying the full contribution the developer pays the difference between their capital contribution and the future revenue. This is calculated on an annual basis for 12 years (see Appendix 2). The developer has the option of paying this annually (relevant deficit) or upfront as a commuted sum (discounted aggregate deficit).

The indicative cost chargeable to the developer for the required mitigation following the offsetting of expected future revenue is predicted to be £293,990. This future revenue has been calculated based on constructing 50 residential dwellings per year (see Table 1).

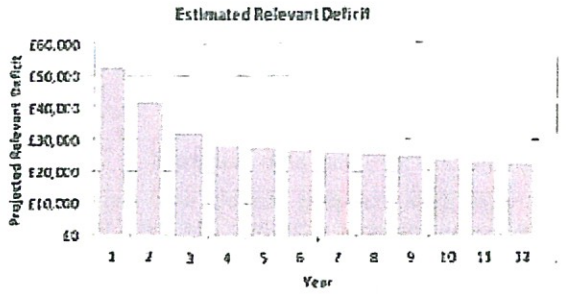
Table 1: Showing the predicted developer contribution to an estimated capital cost of £735,885

Scheme title:	Land South of Fordham Road, Soham - mitigation only
Compiled by:	JMS Consulting Engineers

Year	Occupation Rate
1	50
2	100
3	130
4	130
5	130
6	130
7	130
8	130
9	130
10	130
11	130
12	130
Total	130

Estimated Construction Costs		
Offsite Used Water	£	558,328
Total scheme cost	£	558,328

Year estimated construction forward funding contribution required		
Relevant Deficit	£	364,973
Discounted Aggregate Deficit	£	293,990



The indicative cost to the developer, as a commuted sum, for the off-site mitigation only, is therefore £293,990

4. Summary and recommendation

Estimated flows from the site at land South of Fordham Road, Soham have been modelled connecting via pump to the existing foul drainage system to manhole reference no. TL59727301 and detriment to the existing performance has been predicted. To mitigate against this a feasible foul drainage solution is proposed comprising:

- Provide 120m^3 of offline storage at manhole TL59727302.
- Provide 26m^3 storage at Mill Corner CSO
- Provide 99m^3 storage from a new manhole just upstream of Cherry Tree PS (SOHCSP)

Embodied carbon cost

The embodied carbon predicted in this solution is 102.44TCO_2e (see Tab e).

Water footprinting

The predicted water footprint for this solution is 74.78m^3H_2O (see Appendix 3).

Conveyance of flows

It is assumed that the developer will provide the infrastructure to convey flows to the network.

Table 2: Showing estimated costs of proposals

Proposed pre-planning solution	Estimated Capital Cost	Predicted Developer Contribution	Predicted Total Embodied Carbon (tCO2e)	Predicted Water footprint (m3H2O)
Off-site mitigation only	£735,885	£293,990	102.44	74.78

This is a feasible solution for planning application purposes.

5. Next steps

To proceed with this option, it is recommended that an application is made under Section 98 of the Water Industry Act. This will enable a detailed design and robust cost to be generated and the scheme to be delivered. An application form is available on our web site at www.anglianwater.co.uk/developers/sewer-connection/new-sewer.aspx.

Underwriting detailed design

Detailed design commences on receipt of an underwriting agreement. Payment is only sought from the developer if it chooses to abort the work. Otherwise, it is incorporated into the total scheme cost. For this scheme, an underwriting of £34,000 will provide detailed options from which a preferred option may be chosen. A cumulative underwriting of £72,000 will take the preferred option to a level of design where it is ready for construction. Typically this takes an estimated 44-52 weeks but may increase depending on the complexity of the scheme. At this stage a robust cost for the scheme can be provided.

Further work required for a section 104 or section 106 application

Please note, it would be deemed premature by Anglian Water to submit a Section 105 or Section 104 application under the Water Industry Act 1991 to Developer Services prior to a Legal Agreement being signed under Section 98 of the same act ensuring the provision of the necessary upgrade works as identified within this report.

Anglian Water supports sustainable development as set out in the NPPF

The responses made in this report are based on the presumption that your proposed development obtains planning permission. Whilst this report has been prepared to help assess the viability of your proposal, it must not be considered in isolation. Anglian Water supports the plan led approach to sustainable development that is set out in the National Planning Policy Framework (NPPF). As a spatial planning statutory consultee, we assist planning authorities in the preparation of a sustainable local plan on the basis of capacity within our water and water recycling (formerly referred to as wastewater) infrastructure. Consequently, any infrastructure needs identified in this report must only be considered in the context of up to date, adopted or emerging local plans. Where local plans are absent, silent or out of date these needs should be considered against the definition of sustainability set out in the NPPF as a whole.

APPENDIX 1. - Development details

Proposed Connection	
Proposed connection location	Butts Road
Connection sewer or node reference (incl. X&Y)	TL59/[illegible] (NGR [illegible])
Connection sewer diameter	225mm
Connection relative to the development	West
Discharge region	Pumped
Pump discharge rate	5.0 l/s

Crepps Storage	
Total creep (5 m³ per property)	0.065 ha
Total development storage (m³)	78
Pump storage volume, m3	10.2
Highest Point of development (mAOD)	7.14
Lowest Point of development (mAOD)	3.28

DWF Calculations				
	Attribute	Value	Totals	Unit / Calculation
	Development size		4.76	Ha (Digitised Sub-catchment area)
	Residential			
A	Residential dwellings	130		No.
B	Residential occupancy	2.3		No.
C	Residential population (P)	299		No. (A x B)
D	Residential PCC (Q)	131		l/h/d
D_{avg}	Residential demand - Average		0.42	l/s (C x D)/86400
E_{peak}	Residential demand - Peak		0.96	l/s (E_{avg} x 2.12)
F	Infiltration		0.03	l/s (0.25 x E_{avg})
	Industrial/Trade			
G	Industrial/trade area	0		Ha
H	Industrial/trade discharge per ha	0		l/s
I	Industrial/trade domestic element per ha	0		l/s
J_{avg}	Commercial/trade - Average		0	l/s (GxH+GxI)
J_{peak}	Commercial/trade - Peak		0	l/s(J_{avg} x 3)
	Schools			
K	School PCC	0		l/h/d
L	School occupancy	0		No.
N_{avg}	School demand - Average		0	l/s (K x L)/86400
N_{peak}	School demand - Peak		0	l/s (N_{avg} x 3)
	Other			
N_{avg}	Other demand - Average		0	l/s
N_{peak}	Other demand - Peak		0	l/s
Q_{avg}	Total Discharge - Average		0.45	l/s (E_{avg}+J_{avg}+M_{avg}+N_{avg})
Q_{peak}	Total Discharge - Peak		0.96	l/s (E_{peak}+J_{peak}+M_{peak}+N_{peak})
	DWF Total - Average		0.56	l/s(Q_{avg} + F)
	DWF Total - Peak		1.07	l/s(Q_{peak} + F)

APPENDIX 2. - Calculation of relevant deficit and discounted aggregate deficit.

The financial propositions that are available in the Water Industry Act (WIA) are:

- Relevant Deficit (WIA section 100)
- Discounted Aggregate Deficit (WIA section 100A)

Under each option, the cost of installing the required infrastructure is calculated. This cost is then translated into a notional 'loan' to fund the installation. The revenue is then offset over a period of 12 years, taking into account inflation. If the cost of financing the loan exceeds the revenue in any year, then this deficit is charged to the developer.

A2.1 Relevant Deficit

This option takes the actual cost of providing the infrastructure as the basis for a notional loan. On an annual basis (for 12 years) the actual revenue we receive in respect of the infrastructure is then offset against the cost of the annual repayments of the notional loan. The deficit is paid annually by the developer for a period of up to 12 years. This is shown in Figure A2.1 below.

The developer will need to provide an undertaking to pay the deficit each year and also provide security for the estimated annual deficits either in the form of a cash deposit or a bond.

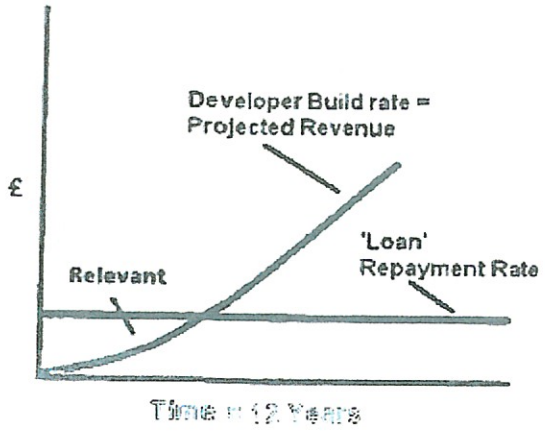


Figure A2.1 Graphical Illustration of a Typical Relevant Deficit over 12 years

APPENDIX 3.- Embodied carbon and water footprinting

Carbon footprint

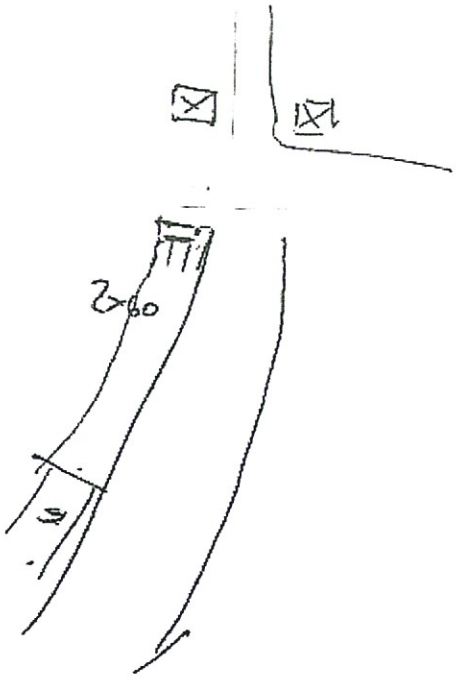
In 2006 Anglian Water recognised the impacts of changing climate as one of the most significant challenges facing the organisation. In response we have developed and implemented a strategy of measure, manage and reduce our carbon emissions. We have set ourselves goals to halve our overall greenhouse emissions by 2035 (from 2010 levels) and to halve the embodied carbon in all new assets we build in 2015, compared to those that were built in 2010.

Water footprinting

Water is our most precious resource and at present we do not fully understand how sustainable each litre of water we supply to our customers is over our full supply chain. In response, we are implementing a strategy of 'water footprinting'.

Primarily water footprinting assesses the impact of human activity on the water environment. The process measures the volumes and scarcity of freshwater consumption including geographical and temporal components in producing a product or service. This is followed by an assessment defining actions required to achieve sustainable and equitable water use especially in water scarcity 'hot spots'.

Appendix V



Appendix 4

Soham Town Council

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Barbara Greengrass
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Appendix 4

RECIPIENT LIST BY EMAIL ONLY

Proposal:	Hybrid Planning Application - Full Application for the Erection of 120 Residential Dwellings and Associated Access, Parking and Open Space; Outline Application for the Erection of 6 Self-Build Dwellings.
Location:	Land West Of The Cherry Tree Public House Cherrytree Lane Soham Cambridgeshire
Applicant:	Hopkins Homes
PA	PA 15/01491/FUM
Approved	21st December 2015
AA ref	00016281 Addendum to the pre-planning assessment report dated 3 August 2015
AA ref	Mr Evans letter received via email 8th June 2017

30th November 2017

Dear Sirs

Soham Town Council refers to the above Planning Application resulting in the extensive house building activities currently being progressed by the Developer Hopkins Homes PLC at this site (ref SOH 07 under draft local Plan).

At its meeting in November 2017 members were again alarmed to receive reports of infrastructure deficiencies/defects at this site, this time in relation to foul waste/water being discharged into the ditch running parallel to this Development (Byway 103) as consequence of current overload/incapacity issues with the Pumping Station situated at Regal Lane.

This unfortunately is not the first incident regarding amenity service provision issues to this site having previously been alerted by relevant Parties to surface water drainage difficulties as consequence of the build activities (our ref email exchanges between Parties August 2017).

It would appear that this current problem has had the effect of allowing foul water/sewage to enter into and cross contaminate surface water drainage provision.

Soham Town Council noted the report prepared for Anglian Water in regards to the then current foul water/waste capacity and the absolute level of insufficiencies in the current system for Soham in general to support the level of housing proposed and now being built by these Developers at this site. Members noted also the conditions imposed by the Planning Authority (ECDC) to this specific planning application namely:

26. No development shall take place until a scheme for the disposal of foul water has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of any dwelling on the site.

Soham Town Council approved at its meeting to raise complaint regarding the regretful state of affairs to current amenity service deficiencies at this Development site and to press those responsible Parties to take relevant action. In short Soham Town Council seeks assurances that either:

Appendix 6

- works in regarding foul water/waste drainage and provision at this development site as approved by the Planning Authority will be implemented by Anglian Water without further prevarication
  (and if/where not)
- the Planning Authority (ECDC) ensures that the Developer does not breach planning condition wrt to site occupation.

Soham Town Council therefore looks forward to speedy intervention and to adequate resolution without further delay and therefore your replies in due course.

Yours sincerely

DE Marshall

cc Ward & County Cllrs
encl: Addendum to the pre planning assessment report dated 8 August 2015
Letter in response to STC's concerns regarding sewage provision to Soham (received 14 June 2017)

Appendix 4

Anglian Water
Services Limited
PO Box 4994
Lancing
BN11 9AQ
Tel 03457 145145
www.anglianwater.co.uk
Our ref HE/250517
Date: 25th May 2017

Soham Town Council FAO Diane Marshall
Soham Town Council
PO Box 21
Fountain Lane
Soham
CB7 5ED

Dear Diane,

Following on from our meeting on the 18th May, I am writing to address the points that were discussed on site.

Bushel Lane, Pumping Station Outfall query: I can confirm that this outfall is consented by the Environment Agency. As per our permit condition, this outfall is classed as an N alarm and therefore we notify the EA when we discharge through this outlet. The consent does not specify an exact amount that we are allowed to discharge. The volume of discharge can vary greatly dependent on the reason for the discharge. In storm conditions the discharge volume will be considerably higher than a mechanical break down under normal weather conditions.

Anglian Water does not own the receiving watercourse, so therefore we are not legally required to maintain this. If however, we discharge from our overflow, then we will of course carry out the necessary clean up, to ensure the area is returned to its original condition. The level of clean up will again depend on the discharge. We will assess every cleanup individually. Our aim is to always return the receiving watercourse back to its original condition. For any large scale cleanup's the Environment Agency will always advise us on best practice for returning the watercourses condition to normal.

Mill Corner Pumping Station: I have since spoken to the local maintenance manager, who has confirmed that the following work has been carried out at the station, to improve performance:

a) Installation of a new permanent on-site generator
b) New gate valves
c) New Non Return Valves
d) We will shortly be installing a new pump

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Anglian House,
Ambury Road, Huntingdon,
Cambridgeshire, PE29 3NZ
Registered in England
No. 2366656

An Acwa Company

Appendix 4

These works took place June 2016 and are still ongoing. We have ordered a new pump and are awaiting the arrival for installation. We are looking to have this installed and operating by July 2017.

The recent external flooding at Angle Common which occurred in March was caused by a blockage of FOG (fats, oils and greases) and non-flushables in the sewer between two manholes. This is a large sewer serving hundreds of properties hence the large volume that was discharged. As soon as we were alerted to this we sent an engineer and a large tanker unit to site. They cleared the blockage and also sucked out as much grey water from the ditch as possible. The following day the Environment Agency met with us on site to investigate the impact of the flooding. They sampled the water and advised us to use FE water (Final Effluent – which is the final product of waste water recycling) to flush through from the point of discharge. We followed the Environment Agencies request they then resampled and found the watercourse to be clean and back to its original condition. Following this incident we are looking into improvements we can make to the network and if we can possibly install early warning alarms to indicate any issues of blockages before they cause any further issues. These incidents like many others of this nature are completely preventable by simply increasing the public's awareness about the correct usage of sewers and the harm that misuse can cause.

Anglian Water reviews all planning applications on an individual basis, and these are assessed accordingly. My apologies I got my legislation mixed up. We are in fact statutory consultees for any new developments of over 10 dwellings. However we will not decline connection. We will work with the developer in order to find a solution. Be this upgrading our sewage pipes or by providing storage facilities or pumping stations. We will work with the developers to ensure a sustainable drainage strategy is prepared that mitigates the risk of flooding or pollution downstream and which protects our existing and future customers.

Regarding the Fordham Road development capacity in the network was highlighted as an area of concern. Therefore we have liaised with the developers and they have agreed to install additional storage in the network. This means installing an extra 120 m3 of offline storage. When considering growth schemes our objective is to maintain the systems current condition. We will try to improve the network however this is not always possible, therefore we will minimize the developer's impact by working closely with them in the early stages of planning. Regarding any further developments I do not have any details however you can contact our developer services department on 03450 265 458.

Appendix 4

Regarding the surface water ownership query. Generally Anglian water only look after the under ground assets. This means the actual surface water pipe. But this is not always the case. When it comes to highways drainage (highways gullies) this is always down to the local Highways Department. They are responsible for the maintenance and condition of carriageway drainage. It is very difficult for me to describe exactly which areas of Soham are under Anglian Waters responsibility due to the size of the area. Generally any concerns or issues should be called in through 03457 145 145 and an FT will report to site to diagnose whom is responsible for that particular asset. Run off water from either the road or land is not permitted to make entry into any foul sewer. As this gives rise to external flooding in rain conditions. Although it is still possible for infiltration into the system via any openings such as manholes or through illegal historic connections. Run off water from fields should be looked after by the land owner (for example a farmers field should have an adequate surface water drainage ditch).

A change to the law gave Anglian Water the responsibility for what were previously private sewers. The same law came into effect for pumping stations on the 1st October 2016. This was enforced by the Government as they believed water companies to be best placed to look after such assets. A pumping station is transferrable if it serves two properties or more, it was installed and pumping before 1st July 2011 and it pumps to an existing Anglian Water main. A pumping station which serves a single property is exempt from the transfer and will generally remain private unless it is situated in third-party land. Our biggest challenge we have is finding them. We've found many already, and we've asked our customers to flag them, but you could potentially help too. If you think that you know of or spot a private pumping station please call 03457 145 145, email privatepumpingstations@anglianwater.co.uk or register it via http://inyourarea.digdat.co.uk/.

Yours Sincerely

Harley Evans
Customer Liaison Manager

APPENDIX 6

Soham Town Council

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Soham Town Council

Burial Provision

- Since 2008 Soham Town Council has buried on average 35 people per year.
- The new provision has approx. 450 plots
- The new plot allocated from Cherry Tree Lane development will have similar provision.
- Current designated area has approx. 200 unused but it is unclear whether these can be utilised due to previous flooding issues.

The total burial provision we have as of November 2017 with all the above is 20 years, without the current designated area it will be 16.3 years.

The 2011 census recorded 10,032 residents, (current needs).

With the anticipated growth for Soham and new developments of roughly 2,500 new homes this could increase Soham's population by 10,000 making the population of Soham, once all new developments completed, approx. 20,000.

Therefore the burial provision with the predicted housing growth will drop proportionately and considerably to 10 years (with current designated area) or 8.2 years without.

Ideally a burial authority should retain a minimum of 25 years so clearly we are already under this figure.

The cost of cemetery provision in today's rate is approx.. £250,000 for a 1000 space burial site (this only gives 10 years space).

1. What strategy does the council have in mitigating this?
2. Should we be raising current burial fees to prepare for the possible purchase of land (outside development zone as currently stands) to provide additional cemetery?
3. By having to purchase out of town facility it will increase your running costs.
4. Many smaller Parish councils have no burial space and are relying on out of Parish/larger Town councils to provide burial provision.

Figures Burials/GR 2008- 2017

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
GR	13	12	8	13	7	8	13	10	6	10
Burials	60	47	37	55	33	39	60	49	29	44

Appendix 5

County Cllr Raynes at the time of the full council meeting agreed to meet with Cllr Johnston who has been delegated to act as Lead Cllr for Soham Town Council in this matter to consider options available which, if rectification is successful, could include the potential for restitution by way of alternative land areas for those lost from this common. It should be noted that East Cambridgeshire County Council (ECDC) as the Planning Authority has been provided with copy of the information and provided an opinion that currently it will continue to consider planning application approvals on this land further denuding Soham residents from commons' benefit.

As this information is now is a matter of public record it does require further proper consideration particularly by Cambridgeshire County Council as where consensus and agreement cannot be reached, will inevitably require ministerial (Planning Inspectorate) intervention and adjudication.

Soham Town Council therefore welcomes your assistance and guidance in this matter

Yours sincerely

D.E Marshall

ENC: MAR285.18 (54 pages, photo.pdf format)
Excerpts of documentation MAR285.18 as provided to STC members
Indicative map showing the current Shade Common and area in dispute below.

APPENDIX 7

Date: 6 October 2017
Contact: Jeremy Smith
Email: jeremy.smith@cambridgeshire.gov.uk

Cambridgeshire County Council

Economy, Transport and Environment
Executive Director, Graham Hughes

Transport & Infrastructure
Policy & Funding
Box No: CC1310
Shire Hall
Castle Hill
Cambridge
CB3 0AP

Ms D.E. Marshall
Clerk to Soham Town Council
PO Box 21
The Pavilion
Fountain Lane
Soham
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Dear Ms Marshall

I refer to your letter of 31 August to Councillors Hunt and Raynes relating to a transport audit for Soham and their advocacy for such. I have been asked to respond to you on the possibility of the County Council funding the transport survey work requested.

The County Council seeks to take a strategic view on transport across East Cambridgeshire, and as you will be aware, adopted the Transport Strategy for East Cambridgeshire in December 2016 (see https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/transport-strategy-for-east-cambridgeshire/). Unfortunately, the County Council does not have the resources to undertake a further comprehensive transport audit of Soham, which would require a significant data collection and analysis exercise, for which it does not have any available budget at this time.

I would note that the Council does consider the wider development landscape when considering planning applications, rather than addressing applications on a case by case basis. The Transport Assessment of larger developments through the planning process should take account of already consented development and committed development in the Local Plan, and generally requires the use of up to date traffic information rather than relying on old data. However, it is important to note that national legislation and guidance can constrain both the district and county councils in the achievement of all they might wish to achieve from a development, particularly when viability issues are considered in that context.

However, better information to inform the consideration of transport information in Soham would undoubtedly be of some value in the context of the significant further growth that is planned, and

Appendix 7

transport data provided by these Developers is not correct or valid in terms of either objectivity (mathematical counts) and/or accuracy (statistical analysis). These Developer reports are certainly of limited use in determining the cumulative impact such traffic and transport increases (loading pressures) have to and within the town of Soham. Soham Town Council's Planning Committee similarly continues to express significant concerns regarding those additional pressures generated on parking, traffic management and congestion from these access points to and from numerous new residential roads and housing complexes onto the existing arterial roads into and out of Soham.

Soham Town Council's Planning Committee considers that as consequence to these concerns that a proper transport survey, undertaken by the Relevant Authority (CCC), is not only timely but imperative and justifiable in light of the cumulative effects of the actual as well as proposed housing increase planned for Soham. Such actual (real) road volume and use data will:

- either corroborate or challenge Developers at these initial Planning Application stages by acting to inform and alert residents, town as well as District Cllrs to the impact of increased(ing) housing numbers
- provide objective data sets which may act as a platform and basis should Soham Town Council wish to subsequently prepare a Neighbourhood Plan.

Soham Town Council is aware that CCC as the Transport Planning Authority and as part of its overall Duties and responsibilities must not only consider road management and with this any necessary improvements now but mindful to future traffic and transport initiatives in a bid to reduce overall traffic levels on roads. Such initiatives might include for the town of Soham aspects of pedestrianisation, walk and cycle ways, control and management such as the introduction of one way systems, yellow line restrictions, resident parking as well as improving carbon reduction and efficiencies by way of installation of electric charging points, cycle share schemes and routes as well as the much vaunted (re)introduction of its railway station. Such an up to date traffic survey and transport report for Soham will act to assist and strengthen all such future plans strategies and initiatives As such and with the proposed increase of housing numbers between 51-55% of current under the Planning Authority's Local Plan

- Soham the Town Council and its Planning Committee would be pleased to receive the strategic plans for traffic planning and management matters proposed by Cambridge County Council, as the Transport Authority, to the increased housing numbers.

It is both with Soham Town's specific needs now and to broader aspects of future traffic management that Soham Town Council's Planning Committee makes therefore a formal request to Cambridgeshire County Council to undertake a comprehensive traffic audit and survey of and in the town of Soham.

Soham Town Council considers there is no financial preclusion to CCC agreeing to such a reasonable request given that it fits well with current Government Strategy concerning Transportation linked to the financial support that has been received by these Authorities from Central Government to undertake such works.

Soham Town Council's Planning Committee and the full council therefore looks forward and in due course to receiving comments and confirmation of advocacy and support from its

been approved since 1st April 2015 but are yet to be built representing on this known 12% increase an additional 7%. The effects of the actual housing numbers built (12%) outside of any additional and approved plans yet to be implemented (7%) have already placed tangibly significant pressure on, and in some cases by repeated overloads failure to, current local infrastructure provision. Such overcapacities particularly with respect to drainage, sewage and road congestion have become ongoing, and in some cases, daily issues and problems to residents living in Soham.

The (draft) Local Plan, and above the 20% housing number increases that have been noted above, provides for another 1600 houses in Soham increasing local infrastructure demands, over current, to between 51-55%. Combined the housing number increase represents conservatively and assuming 2 cars per property, an additional 3200 cars on the roads leading to and (with)in Soham on a daily basis. Clearly such an increase can neither be adequately absorbed by current local infrastructure (road) provision nor considered sustainable without proper strategic planning from all those Statutory Consultees in the Planning process.

Soham Town Council's Planning Committee considers that currently there is no differentiation, consideration or control applied to local infrastructure services needs and demands between single 'one off', to multiple large scale housing, developments.

In short whilst the planning approval process and the Planning Authority are no doubt complying with their responsibilities to increase housing numbers and growth they are failing in their Duty of care to existing residents in regards to local infrastructure services demands and needs.

As such Soham Town Council and its Standing Committees are requesting that Relevant Bodies, organisations and Authorities engage with them in areas such as traffic management, air and noise pollution and quality, conservation, refuse, regeneration and recycling, land and foul water drainage and sewage. It is anticipated that by undertaking real time current and objective data collection, such reports from diverse Relevant Bodies will not only

- aid current planning Authorities and those District Cllrs charged with the responsibility to make decisions on planning applications with relevant and sourced references which either act to corroborate or challenge Developer who are providing reports on local infrastructure capacities and impact of their proposals
- act in benchmark for trend analysis and template to realistically and logistically plan for improved local infrastructure needs as more demand(s) are placed on them by the housing growth planned in Soham

Cambridge County Council (CCC Highways) is the responsible Authority for Transport services including road management, planning and its delivery.

Soham Town Council's Planning Committee is concerned that the currently transport assessments provided by Developers and as part of their outline and full applications, like all amenity provision assessments, rely primarily on computer-generated assessments using out of date (2010) data when clearly electoral, resident and traffic volumes were significantly lower. Further these Developer-led assessments are specific to their plans/requirements/objectives and are prepared 'in isolation' to the 'cumulative impacts and effects' their schemes will have relative to all the other planning applications proposed in that area/locale.

Soham Town Council's Planning Committee maintains serious reservations, and without such a comprehensive and importantly up to date report from the Relevant Authority, that the traffic and

Appendix 7

County Clirs together with replies to the questions posed and in conclusion an affirmative response from Cambridge County Council to the request for a full traffic and transport survey to be undertaken for Soham.

D.E Marshall
Clerk
Soham Town Council

Cc: Cambridgeshire County Council
Cambridgeshire County Council (Highways Dept)
East Cambridgeshire District Council -John Hill CEO
East Cambridgeshire District Council (Planning Dept)
District Cllr Ian Bovingdon
District Cllr Hamish Ross
District Cllr Dan Schumann
District Cllr Mark Goldsack
Mayor James Palmer, Cambridge & Peterborough Combined Authority
Ms Lucy Frazer, MP

APPENDIX 8

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20th September 2017

Our ref: The Shade Common Soham

Dear Ms Frazer

Soham Town Council approved, at its meeting on 9th October 2017 to inform you of recent investigations undertaken on its behalf that as consequence has provided substantive evidence to the improper registration and therefore potential unlawful disposal of The Shade Common, Soham.

Cambridge County Council (CCC) has a Duty to register and keep record of commons land, town and village greens. Access to this information can be obtained following this link: https://www.cambridgeshire.gov.uk/residents/libraries-leisure-&-culture/arts-green-spaces-&-activities/common-land-town-and-village-greens/ (map 1)

From the evidence currently held by CCC it would appear that 'The Shade' Common currently consists of a small strip of land consisting mainly of verge along the A142 (marked in green) but suggests that there is/was a more extensive land area, identified as 'the Shade Common', extending below (area marked in red).

This land (marked in red) currently appears to be owned by CCC and as an open space 'public asset' may and has indeed been sold off over recent years. There is however strong local knowledge, argument and support that this land was and remains 'commonland' and consequently not only dispute to the entry held in the 'Commons' Register but to its disposal without the Secretary of State's approval. Evidence has been, to this point, not readily and verifiably forthcoming to substantiate this position.

However documentation, obtained from the National Archives (Kew) has now been uncovered indicating that the land area (marked red) and considered still by a number of Soham residents as commonland was never properly deregistered (MAF National Archives MAR285.18, with excerpts provided). Further the documentation, previously sealed for an extensive time period of time indicates that those involved had knowledge of this issue and not only sought to have it supressed but as consequence of this deception, criminal intent and placed the legal entity that they represented (CCC) at that time at liability by receiving profit from breaches of the Commons Act.

Soham Town Council therefore and on behalf of residents seeks your support initially to correct (rectify) the error on the Commons Register.

Appendix 7

the County Council would support the initiatives you note in aiming to reduce overall levels of traffic on the roads, and indeed has committed £6M to the project to reintroduce Soham station.

While I appreciate the lack of available County Council funding for the survey work will be disappointing, officers in my service would be open to discussing with you how we might be able to assist the town council in its aims, and could advise on what level of data collection might be of most value for the ongoing consideration of planning applications in the area. Further, if other resources could be found to assist with data collection and analysis, the County Council would look to provide advice and support for that.

There may also be scope for the County Council to work with the Town and District Councils on a stronger policy position on how the town and its road network will be developed and managed as development comes forward, which in turn might inform future updates to the Transport Strategy for East Cambridgeshire.

Please do not hesitate to contact me, or Chris Poultney, Transport and Infrastructure Strategy manager in my service, if you would like to discuss further. (I will be out of the office until 16 October – Chris can be contacted at chris.poultney@cambridgeshire.gov.uk).

Yours faithfully

Jeremy Smith
Head of Transport and Infrastructure Policy and Funding

cc Cllr Bill Hunt
Cllr Paul Raynes